ELECTRICAL CHARTS INDEX

Year	Model	Chart No.	Headlamp Watt	Tail Light Watt
1974	Elan 250	1	60 / 60	8 / 23
1974	Elan 250E	3	35 / 35	8 / 23
1974	Elan 250 Deluxe, 294 SS	4	35 / 35	5 / 18
1974	Olympique 300	2	60 / 60	8 / 23
1974	Olympique 340, 400, 440	5	60 / 60	8 / 23
1974	Olympique 340E, 440E	6	35 / 35	8 / 23
1974	T'NT 300 SM	4	35 / 35	5 / 18
1974	T'NT 340SM, 440SM, Everest	7	60 / 60	5 / 18
1974	T'NT 340SE, 440SE	8	60 / 60	5 / 18
1974	T'NT F / A 340, 400, 440	9	60 / 60	5 / 18
1974	Nordic 640 ER	10	60 / 60	8 / 23
1974	Alpine 440 ER	11	35 / 35	8 / 23
1974	Alpine 640 ER	12	35 / 35	8 / 23
1974	Elite 440 ER	13	35 / 35	5 / 18
1975	Elan 250	3	60 / 60*	8 / 23
1975	Elan 250 Deluxe, 300 SS	20	35 / 35	5 / 18
1975	Olympique 300-340	15	60 / 60	5 / 18
1975	Olympique 300E - 340E	16	60 / 60	5 / 18
1975	T'NT 340-440	23	60 / 60	5 / 18
1975	T'NT 340E - 440E	22	60 / 60	5 / 18
1975	T'NT Everest 440	17	60 / 60	5 / 18
1975	T'NT Everest 440E	18	60 / 60	5 / 18
1975	T'NT F / A 340 - 440	19	60 / 60	5 / 18
1975	T'NT R / V 245	21	60 / 60	5 / 18
1975	Alpine 640 ER	14	60 / 60	8 / 23
1975	Elite 440 ER	13	35 / 35	5 / 18
1976	Elan 250 (up to se. no. 3013 0399 in).	3	60 / 60*	8 / 23
1976	Elan 250 (from se. no 3013 03999)	24	60 / 60	8 / 23
1976	Elan 250 Deluxe	20	45 / 45	5 / 18
1976	Olympique 300 single	25	60 / 60	5 / 18
1976	Olympique 300 - 340	15	60 / 60	5 / 18
1976	Olympique 300E - 340E	16	60 / 60	5 / 18
1976	Olympique Plus 440	26	60 / 60	5 / 18
1976	T'NT 340	23	60 / 60	5 / 18
1976	T'NT 340E	22	60 / 60	5 / 18
1976	Everest 440	23	60 / 60	5 / 18
1976	Everest 440E	22	60 / 60	5 / 18
1976	T'NT R / V 250-340	28	60 / 60	5 / 18
1976	Alpine 640 ER	27	60 / 60	5 / 18
1977	Elan 250	29	60 / 60	5 / 18
1977	Elan 250 Deluxe	30	45 / 45	5 / 18
1977	Olympique 300 Mono	25	60 / 60	5 / 18
1977	Olympique 300 Twin, 340, 440	31	60 / 60	5 / 18

Year	Model	Chart No.	Headlamp Watt	Tail Light Watt
1977	Olympique 340 E	32	60 / 60	5 / 18
1977	Everest 340	23	60 / 60	5 / 18
1977	Everest 340 E	33	60 / 60	5 / 18
1977	Everest 440	34	60 / 60	5 / 18
1977	Everest 440 E	35	60 / 60	5 / 18
1977	T'NT 340 & 440 F / A, 440 F / C	36	60 / 60	5 / 18
1977	RV 340	37	60 / 60	5 / 18
1977	Alpine 640 ER	38	60 / 60	5 / 18

* 35 / 35 W with electric start option

COLOR CODE			
BK — BLACK		GN — GREEN	
WH — WHITE		GY — GREY	
RD — RED		VI — VIOLET	
BL — BLUE		OR — ORANGE	
YL — YELLOW		BR — BROWN	

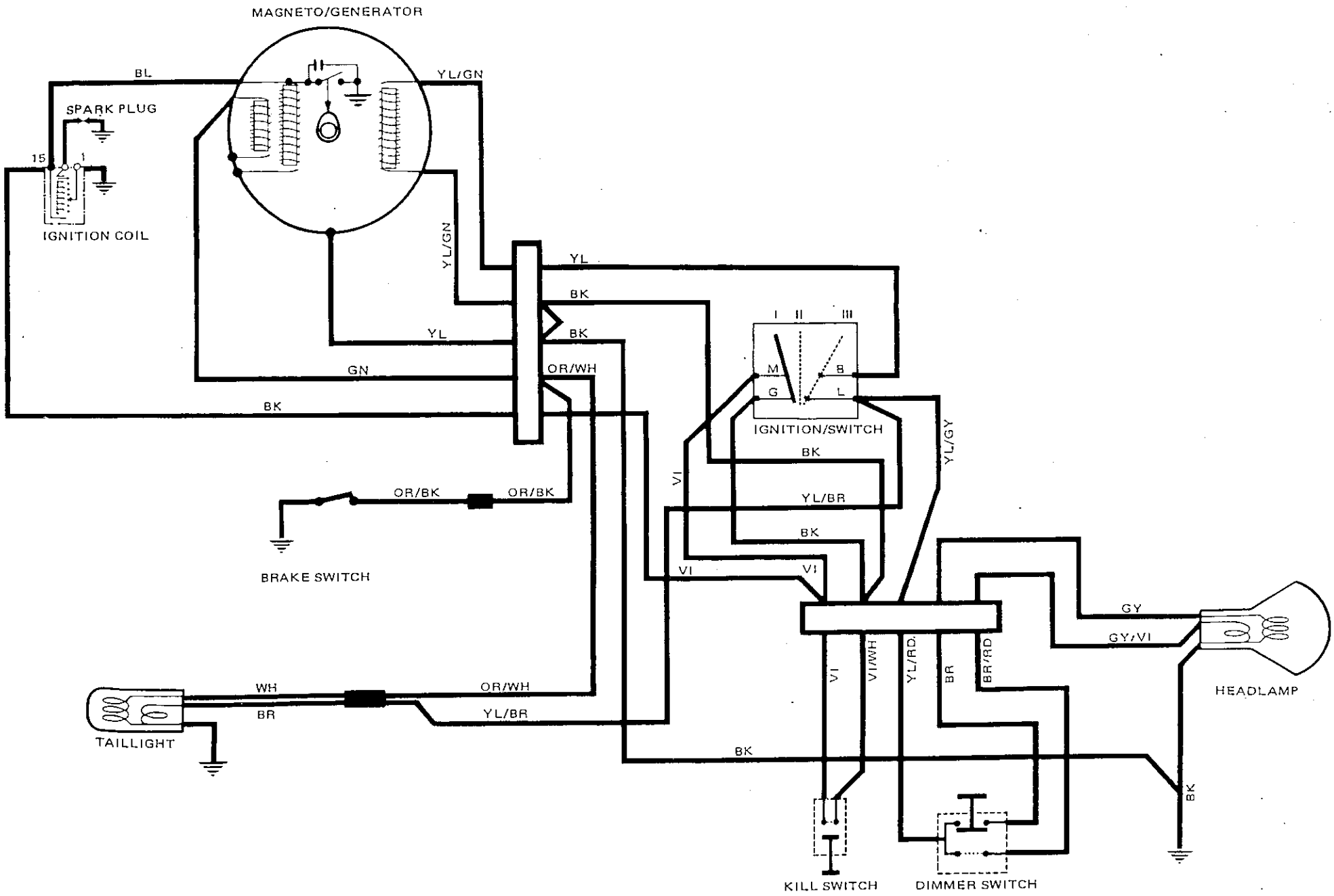

MAGNETO/GENERATOR
BL
YL/GN
SPARK PLUG
15
1
IGNITION COIL
YL/GN
YL
BK
YL
BK
GN
OR/WH
BK
I II III
M
B
G
L
IGNITION/SWITCH
YL/GY
BK
OR/BK
OR/BK
YL/BR
BK
BRAKE SWITCH
VI
VI
VI
GY
GY/VI
HEADLAMP
WH
BR
OR/WH
YL/BR
TAILLIGHT
VI
VI/WH
YL/RD.
BR
BR/RD
BK
BK
KILL SWITCH
DIMMER SWITCH

Chart 1

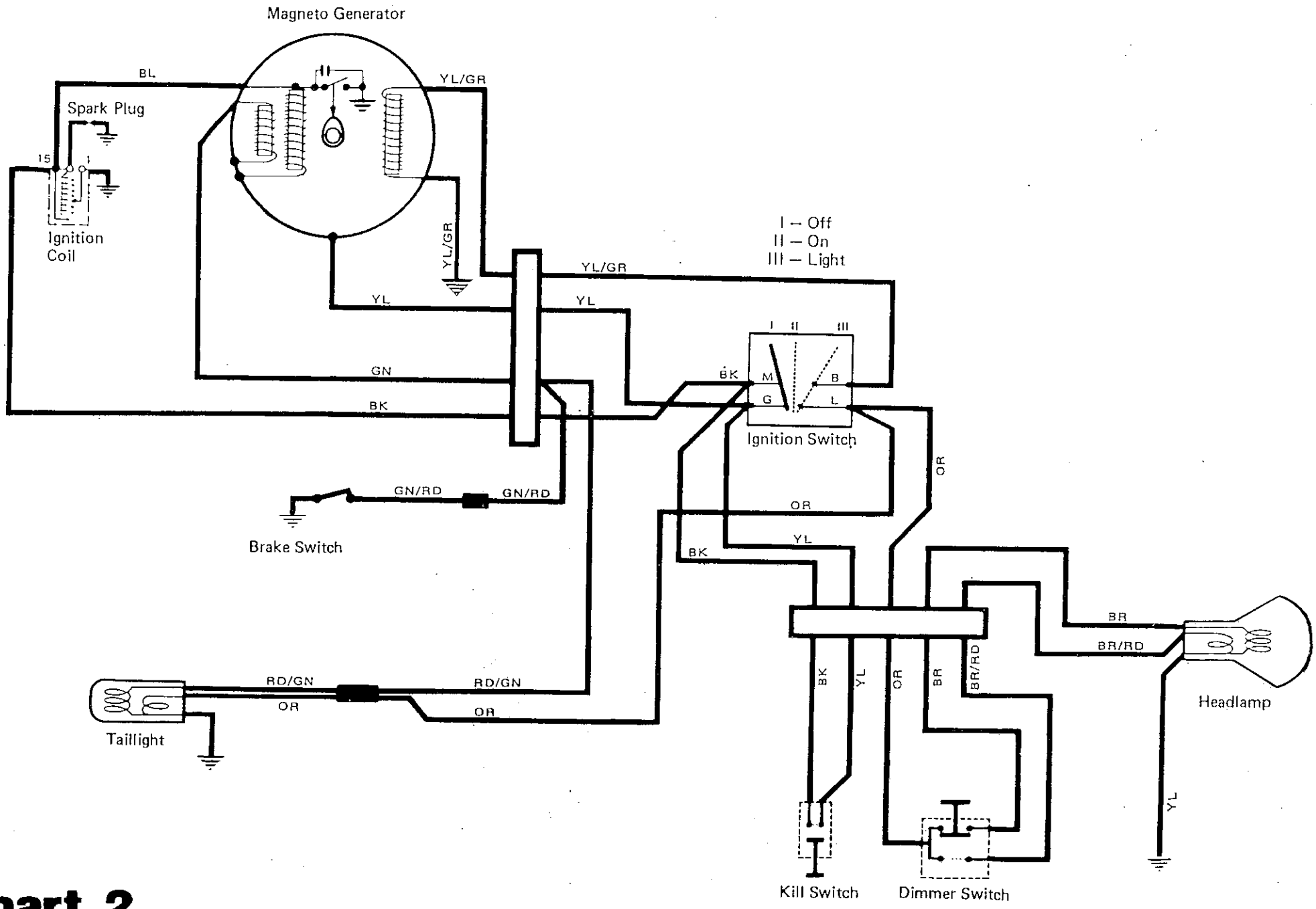

Magneto Generator
BL
YL/GR
Spark Plug
15
1
Ignition Coil
YL/GR
YL/GR
YL
YL
I — Off
II — On
III — Light
I II III
M
B
G
L
BK
Ignition Switch
GN
BK
OR
GN/RD
GN/RD
Brake Switch
OR
YL
BK
BR
BR/RD
Headlamp
RD/GN
RD/GN
OR
OR
Taillight
BK
YL
OR
BR
BR/RD
YL
Kill Switch
Dimmer Switch

Chart 2

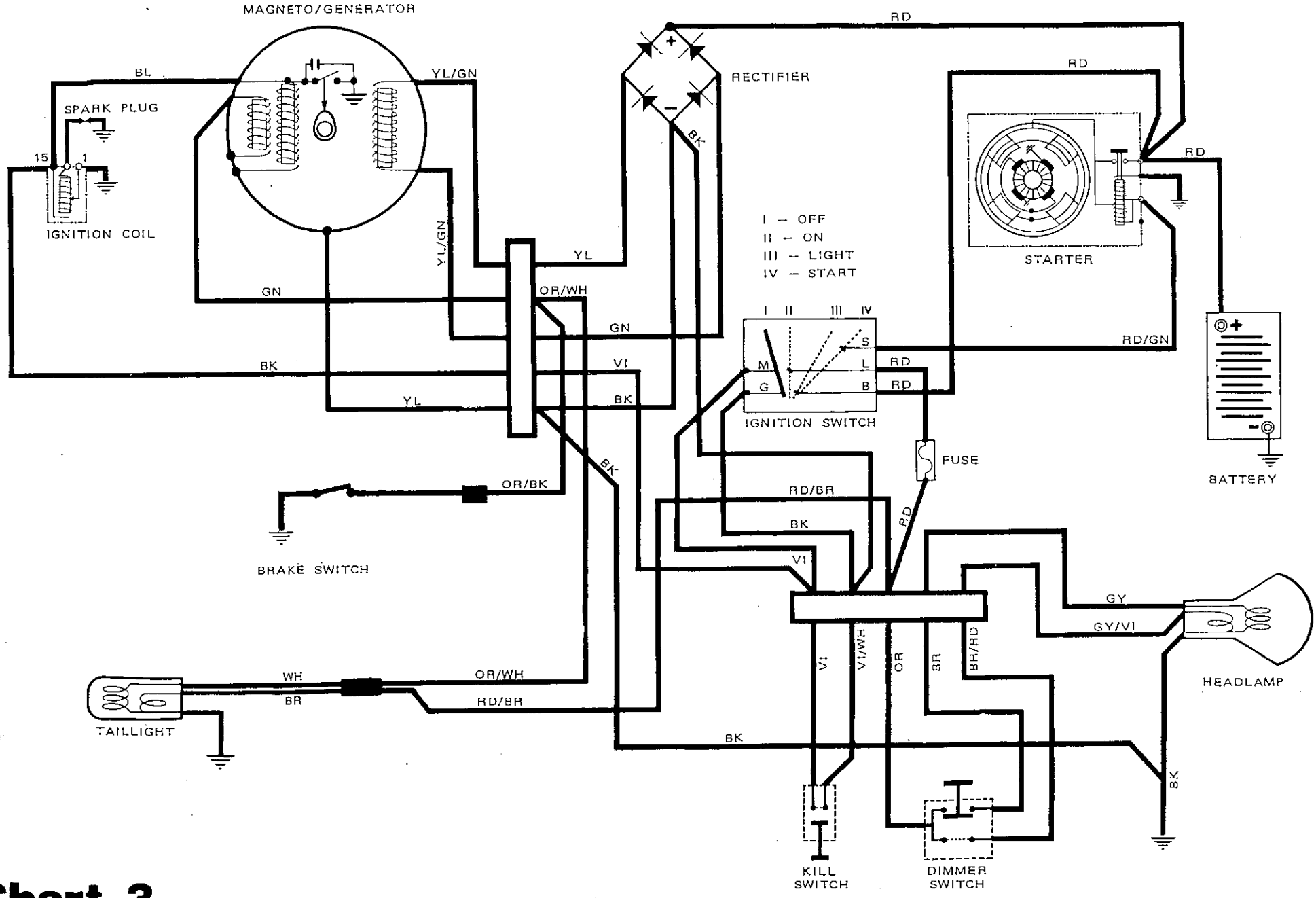

MAGNETO/GENERATOR
BL
YL/GN
SPARK PLUG
15
1
IGNITION COIL
YL/GN
GN
YL
OR/WH
BK
VI
YL
BK
OR/BK
BRAKE SWITCH
RECTIFIER
RD
BK
RD
RD
STARTER
I – OFF
II – ON
III – LIGHT
IV – START
I II III IV
M
G
S
L
B
RD
RD
IGNITION SWITCH
RD/GN
FUSE
BATTERY
RD/BR
BK
VI
RD
GY
GY/VI
HEADLAMP
VI
VI/WH
OR
BR
BR/RD
WH
BR
OR/WH
RD/BR
TAILLIGHT
BK
BK
KILL SWITCH
DIMMER SWITCH

Chart 3

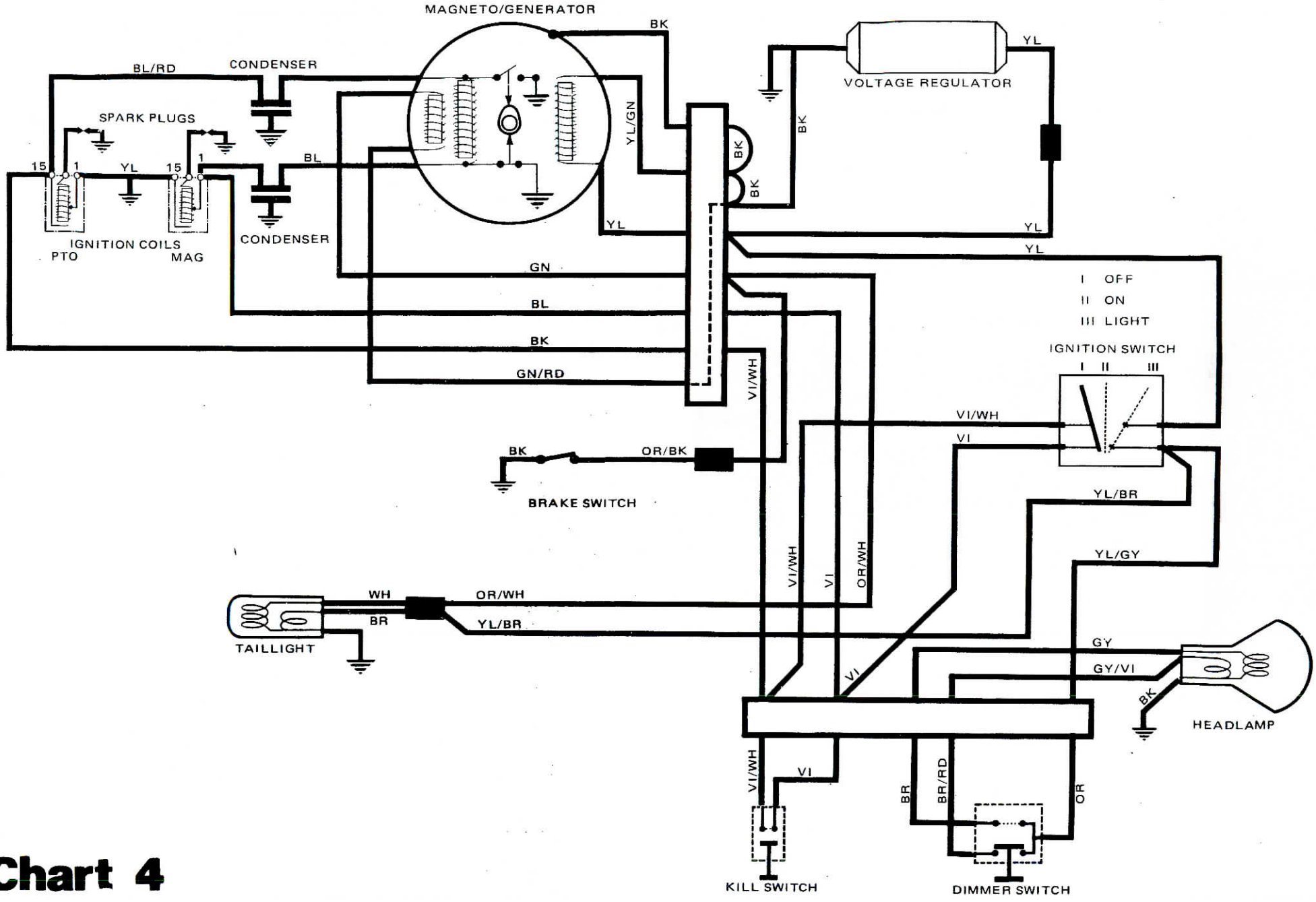

MAGNETO/GENERATOR
BK
YL
VOLTAGE REGULATOR
BL/RD
CONDENSER
SPARK PLUGS
YL/GN
BK
BK
BK
15
1
YL
15
1
BL
YL
YL
YL
IGNITION COILS
PTO
MAG
CONDENSER
GN
BL
BK
GN/RD
VI/WH
I OFF
II ON
III LIGHT
IGNITION SWITCH
I II III
VI/WH
VI
BK
OR/BK
BRAKE SWITCH
YL/BR
YL/GY
VI/WH
VI
OR/WH
WH
BR
OR/WH
YL/BR
TAILLIGHT
GY
GY/VI
VI
BK
HEADLAMP
VI/WH
VI
BR
BR/RD
OR
KILL SWITCH
DIMMER SWITCH

Chart 4

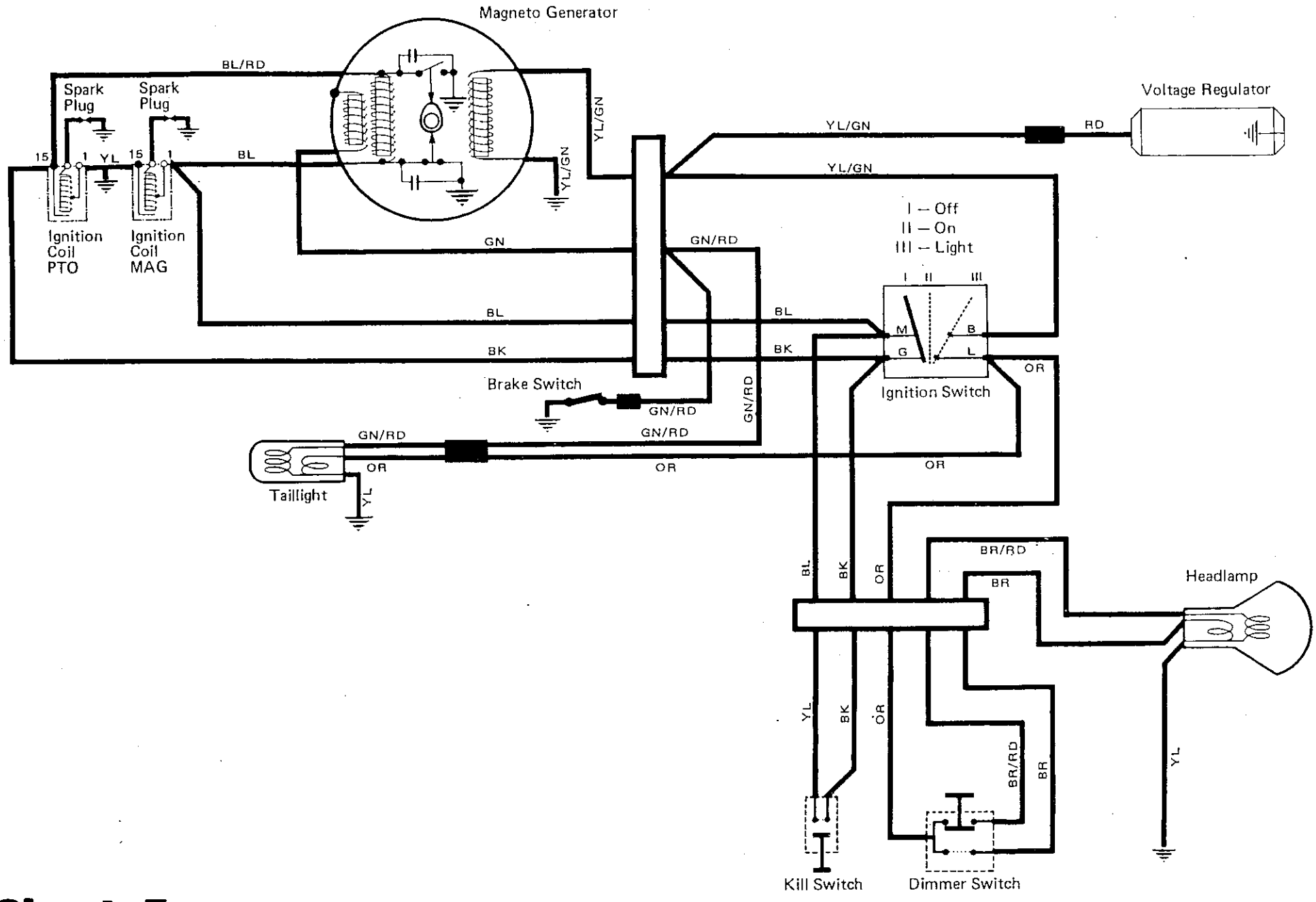

Magneto Generator
BL/RD
Spark Plug
Spark Plug
15
1
YL
15
1
BL
YL/GN
YL/GN
Voltage Regulator
RD
YL/GN
Ignition Coil PTO
Ignition Coil MAG
I – Off
II – On
III – Light
I II III
GN
GN/RD
BL
BL
M
B
G
L
BK
BK
OR
Brake Switch
Ignition Switch
GN/RD
GN/RD
GN/RD
GN/RD
OR
OR
OR
Taillight
YL
BL
BK
OR
BR/RD
BR
Headlamp
YL
BK
OR
BR/RD
BR
YL
Kill Switch
Dimmer Switch

Chart 5

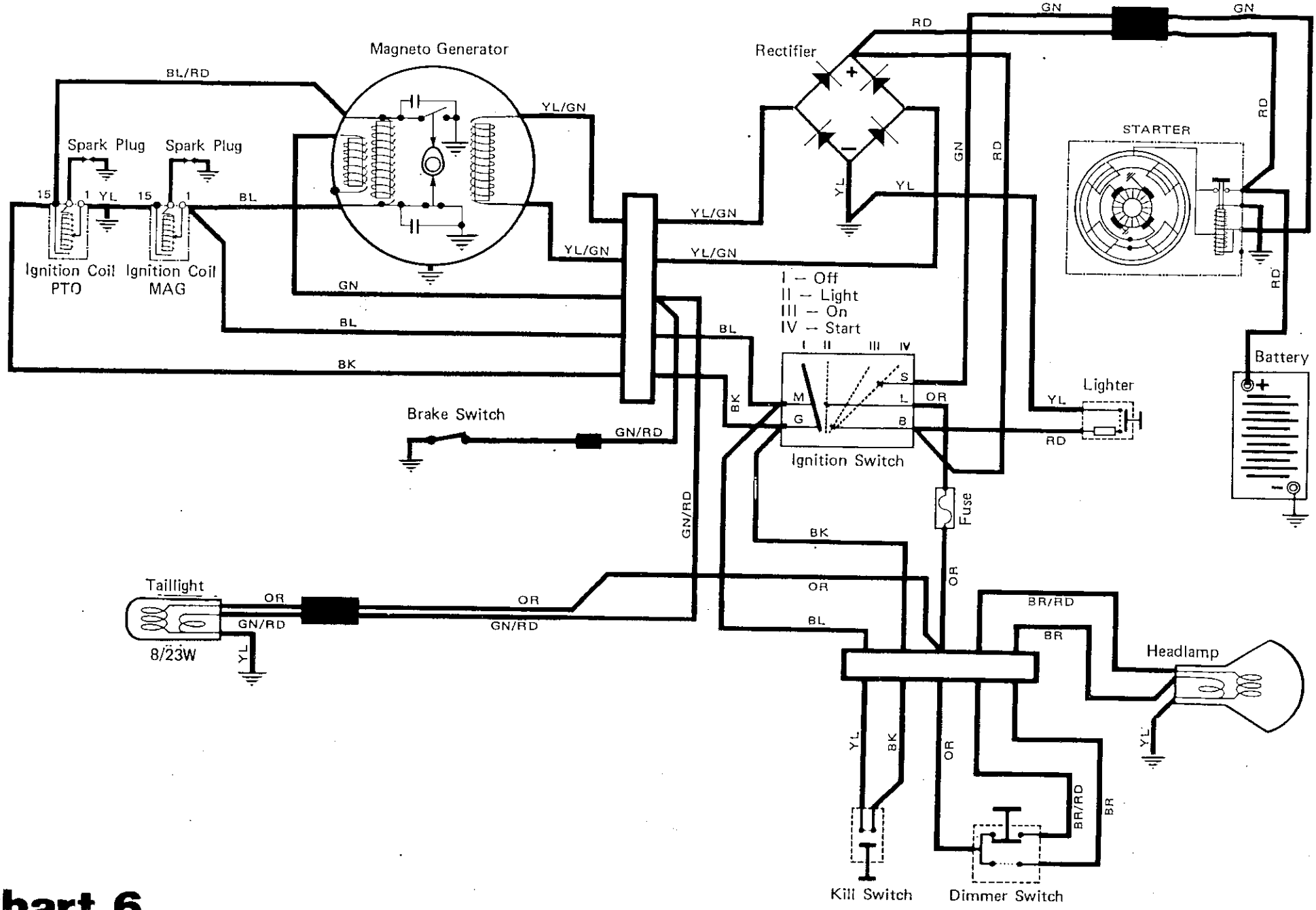

Magneto Generator
Rectifier
STARTER
Battery
Spark Plug
Spark Plug
Ignition Coil PTO
Ignition Coil MAG
BL/RD
YL/GN
GN
RD
BL
BK
YL
I – Off
II – Light
III – On
IV – Start
Brake Switch
GN/RD
Ignition Switch
Lighter
Fuse
Taillight
8/23W
OR
BR/RD
BR
Headlamp
Kill Switch
Dimmer Switch

Chart 6

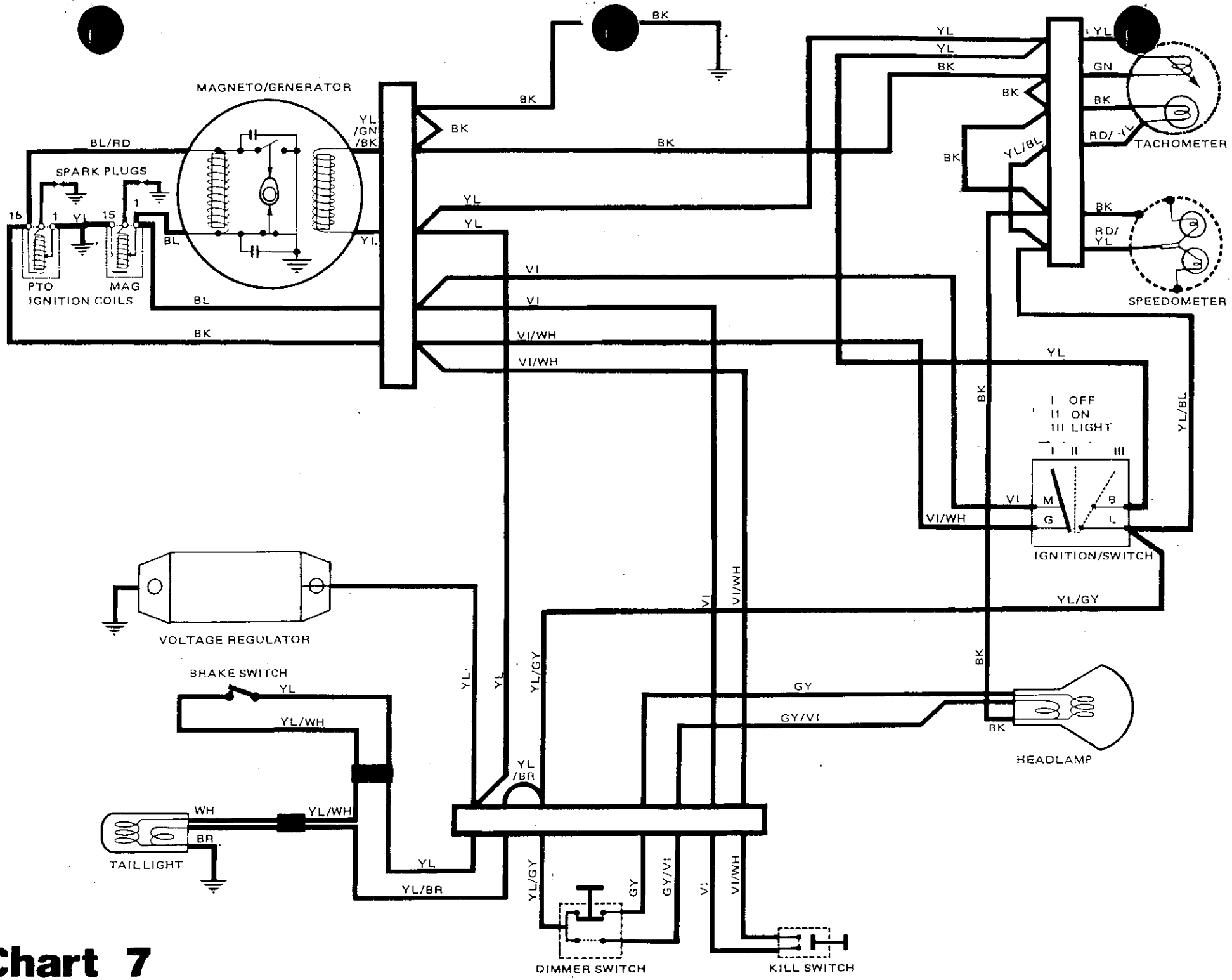

MAGNETO/GENERATOR
SPARK PLUGS
PTO
MAG
IGNITION COILS
BL/RD
BL
BK
YL
YL/GN/BK
VI
VI/WH
TACHOMETER
SPEEDOMETER
GN
RD/YL
YL/BL
I OFF
II ON
III LIGHT
IGNITION/SWITCH
VOLTAGE REGULATOR
BRAKE SWITCH
YL/WH
YL/GY
YL/BR
GY
GY/VI
HEADLAMP
WH
BR
TAILLIGHT
DIMMER SWITCH
KILL SWITCH

Chart 7

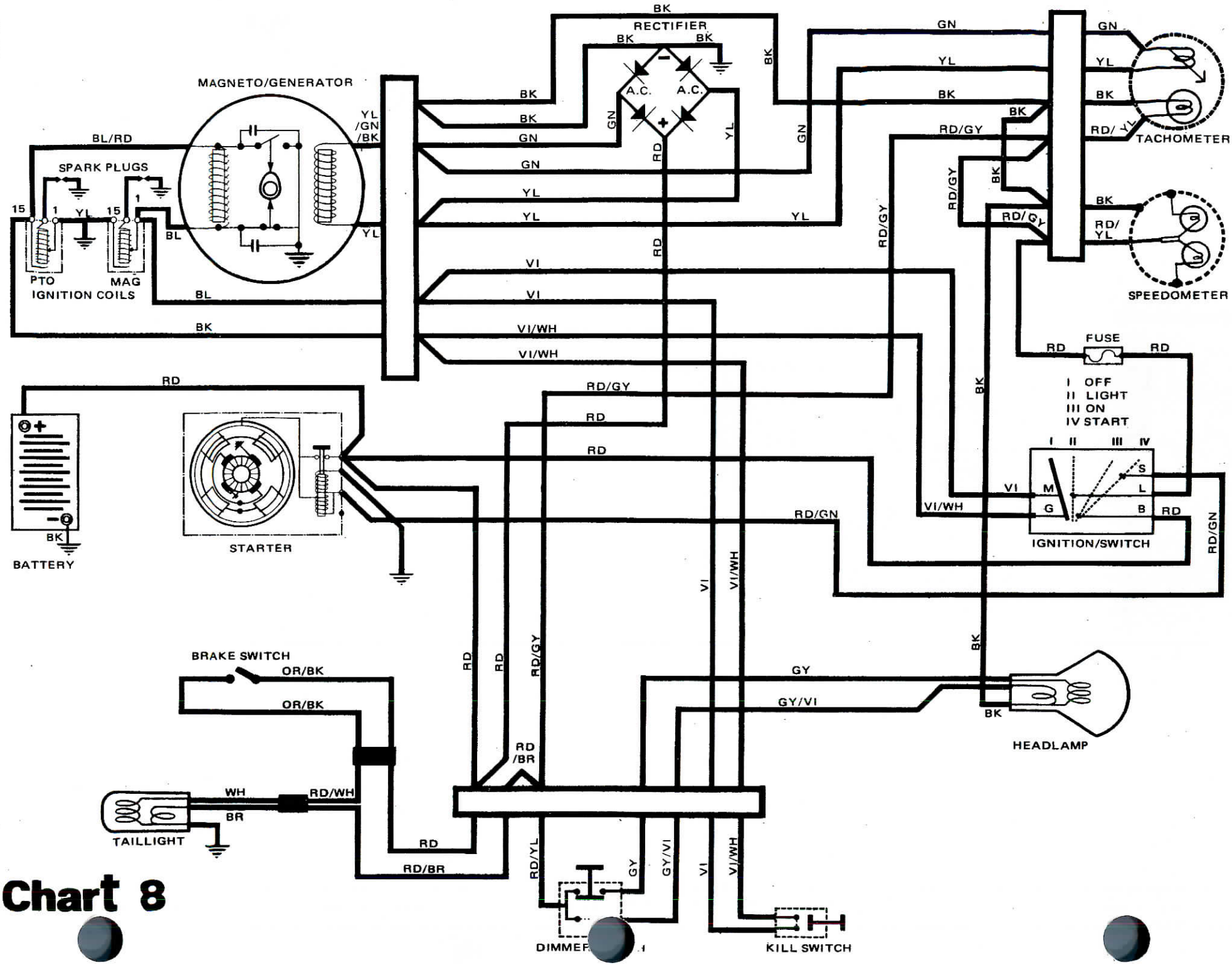

MAGNETO/GENERATOR
RECTIFIER
A.C.
A.C.
SPARK PLUGS
PTO
MAG
IGNITION COILS
BATTERY
STARTER
TACHOMETER
SPEEDOMETER
FUSE
I OFF
II LIGHT
III ON
IV START
IGNITION/SWITCH
BRAKE SWITCH
HEADLAMP
TAILLIGHT
DIMMER
KILL SWITCH
BK
RD
YL
GN
BL
BL/RD
YL/GN/BK
RD/GY
VI
VI/WH
RD/GN
OR/BK
GY
GY/VI
WH
RD/WH
BR
RD/BR
RD/YL
RD/BR

Chart 8

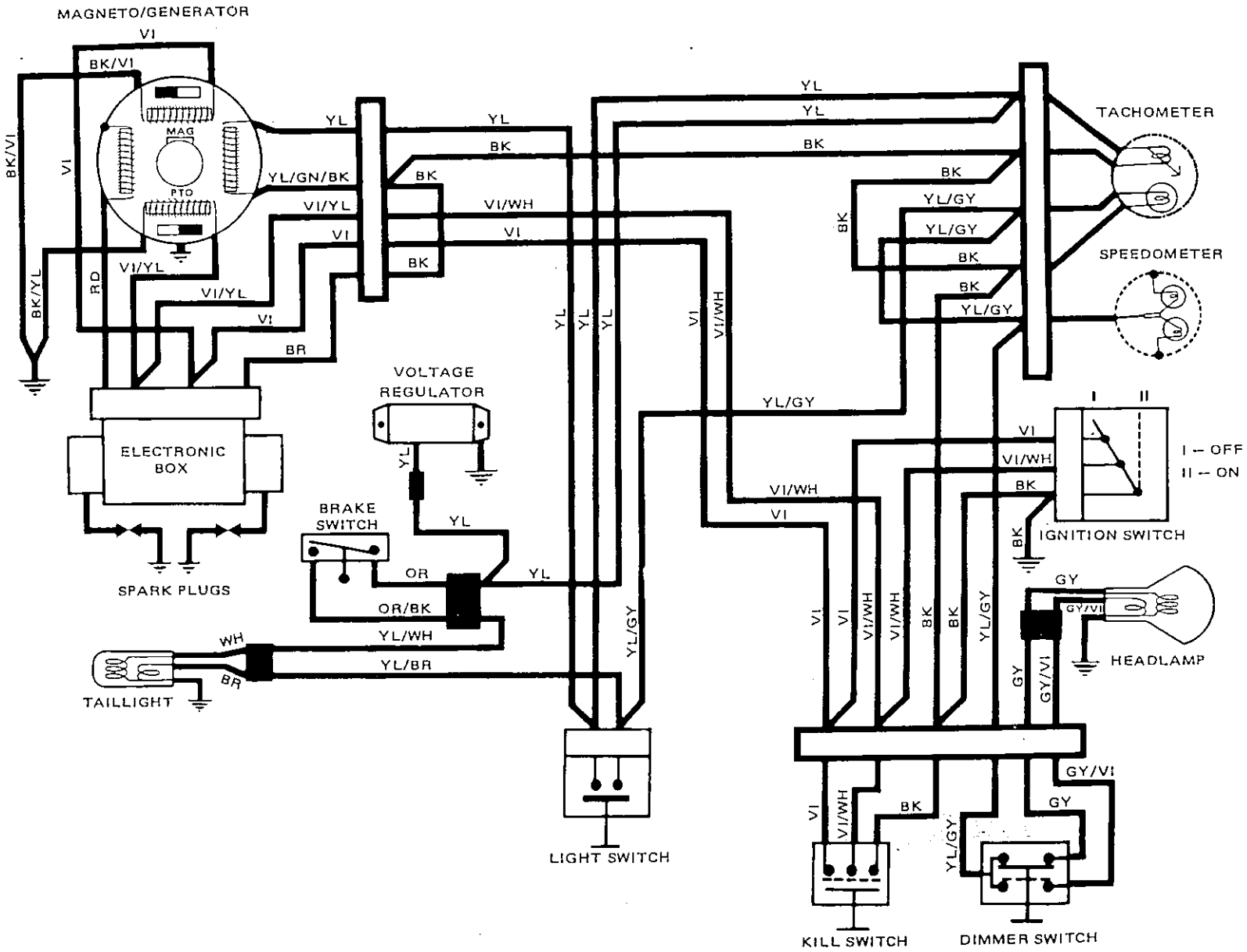

MAGNETO/GENERATOR
VI
BK/VI
MAG
PTO
BK/VI
VI
BK/YL
RD
YL/GN/BK
VI/YL
VI
BK
YL
BK
VI/WH
VI
BK
VI/YL
VI
BR
ELECTRONIC BOX
SPARK PLUGS
VOLTAGE REGULATOR
YL
BRAKE SWITCH
OR
OR/BK
YL/WH
YL/BR
WH
BR
TAILLIGHT
YL
YL
YL
YL/GY
LIGHT SWITCH
VI
VI/WH
YL/GY
YL
YL
BK
BK
YL/GY
YL/GY
BK
BK
YL/GY
TACHOMETER
SPEEDOMETER
I
II
I – OFF
II – ON
VI
VI/WH
BK
IGNITION SWITCH
VI/WH
VI
BK
GY
GY/VI
HEADLAMP
VI
VI
VI/WH
VI/WH
BK
BK
YL/GY
GY
GY/VI
GY/VI
VI
VI/WH
BK
YL/GY
GY
KILL SWITCH
DIMMER SWITCH

Chart 9

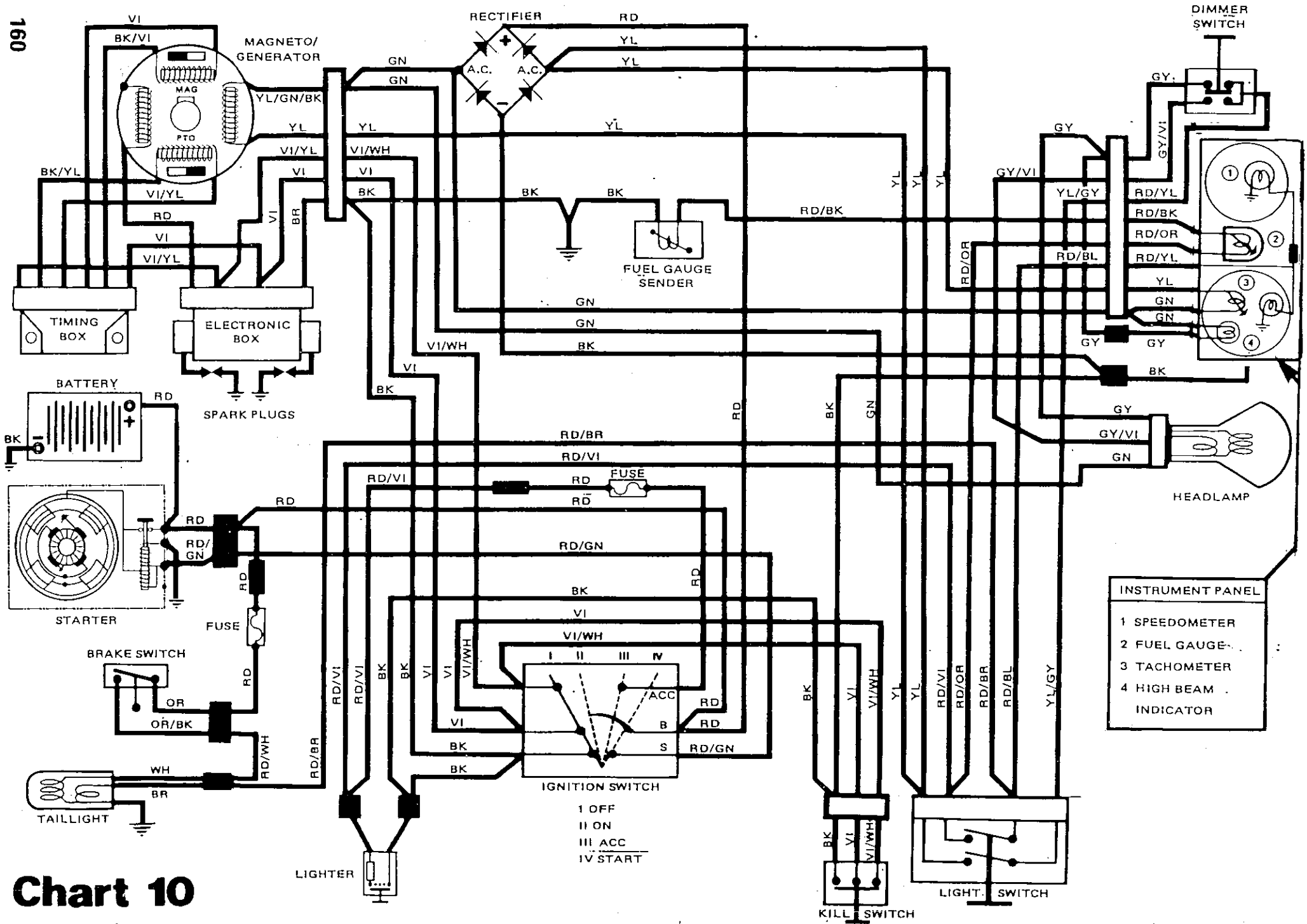

MAGNETO/
GENERATOR
MAG
PTO
RECTIFIER
A.C.
A.C.
DIMMER
SWITCH
FUEL GAUGE
SENDER
TIMING
BOX
ELECTRONIC
BOX
SPARK PLUGS
BATTERY
STARTER
FUSE
BRAKE SWITCH
TAILLIGHT
LIGHTER
IGNITION SWITCH
I OFF
II ON
III ACC
IV START
KILL SWITCH
LIGHT SWITCH
HEADLAMP
INSTRUMENT PANEL
1 SPEEDOMETER
2 FUEL GAUGE
3 TACHOMETER
4 HIGH BEAM
INDICATOR

Chart 10

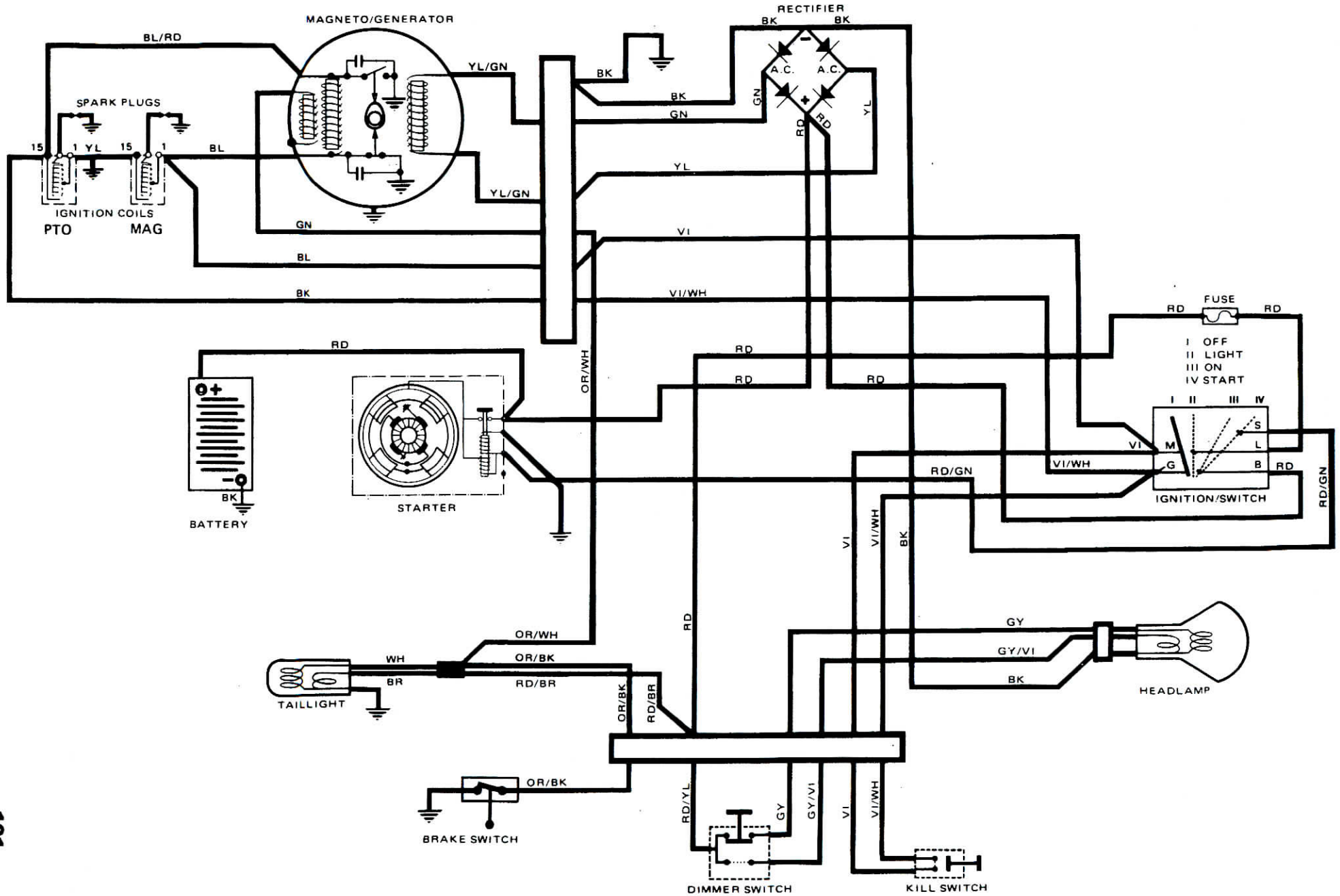
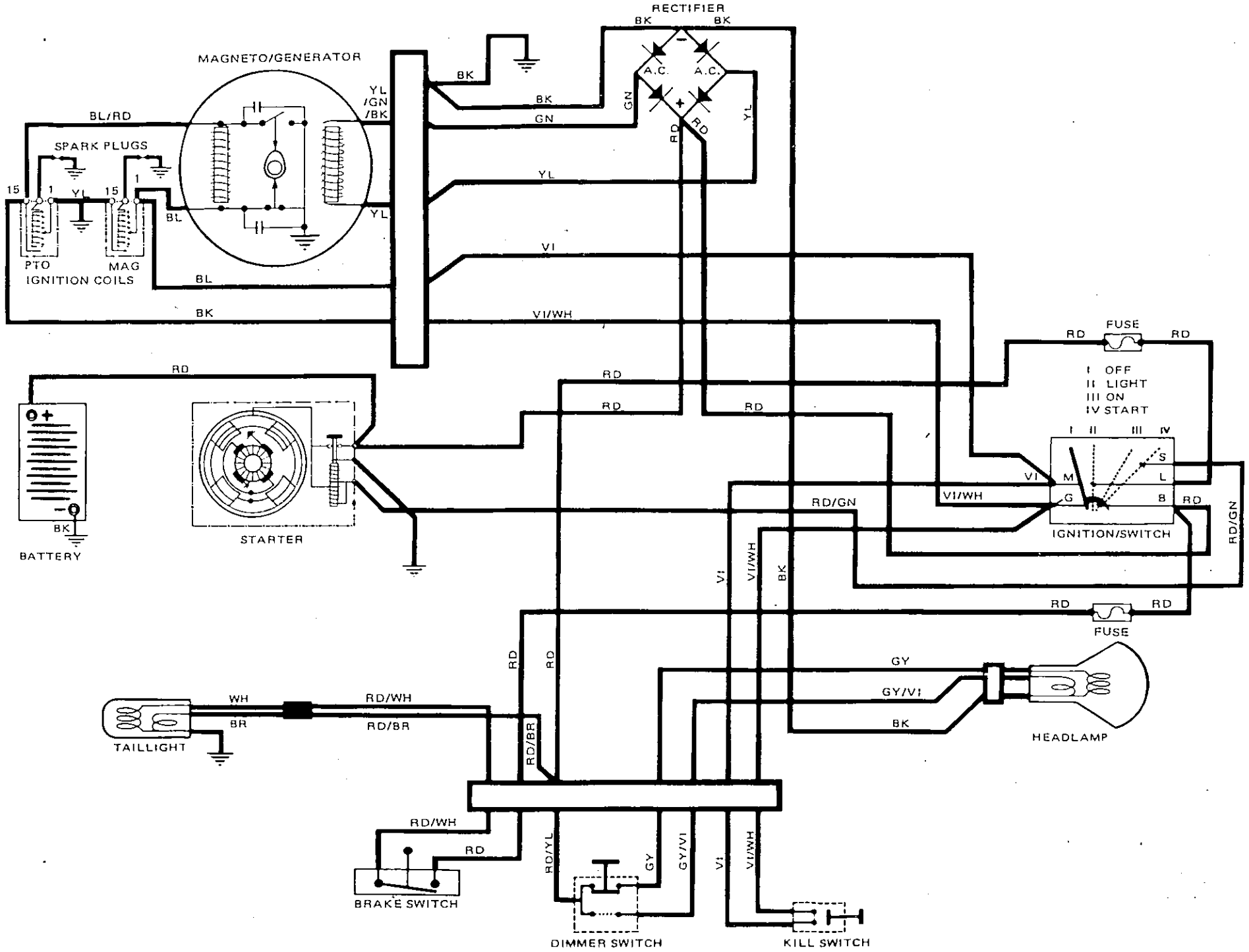

MAGNETO/GENERATOR
BL/RD
YL/GN
SPARK PLUGS
15
1 YL
15
1
BL
IGNITION COILS
PTO
MAG
YL/GN
GN
BL
BK
RECTIFIER
BK
BK
A.C.
A.C.
BK
GN
GN
RD
RD
YL
YL
VI
VI/WH
FUSE
RD
RD
I OFF
II LIGHT
III ON
IV START
I II III IV
S
L
M
G
B
VI
VI/WH
RD
RD/GN
IGNITION/SWITCH
RD/GN
RD
RD
RD
OR/WH
BK
BATTERY
STARTER
VI
VI/WH
BK
RD
OR/WH
WH
OR/BK
BR
RD/BR
TAILLIGHT
OR/BK
RD/BR
GY
GY/VI
BK
HEADLAMP
OR/BK
BRAKE SWITCH
RD/YL
GY
GY/VI
VI
VI/WH
DIMMER SWITCH
KILL SWITCH

Chart 11


RECTIFIER
BK
BK
A.C.
A.C.
GN
YL
RD
MAGNETO/GENERATOR
YL /GN /BK
BK
GN
BL/RD
SPARK PLUGS
YL
BL
YL
VI
15
1
YL
15
1
PTO
MAG
IGNITION COILS
BL
BK
VI/WH
FUSE
RD
RD
I OFF
II LIGHT
III ON
IV START
I II III IV
S
L
M
G
B
RD
VI
VI/WH
RD/GN
IGNITION/SWITCH
RD/GN
RD
RD
RD
RD
BK
BATTERY
STARTER
VI
VI/WH
BK
RD
RD
FUSE
GY
GY/VI
BK
HEADLAMP
WH
BR
RD/WH
RD/BR
TAILLIGHT
RD/BR
RD/WH
RD
BRAKE SWITCH
RD/YL
GY
GY/VI
VI
VI/WH
DIMMER SWITCH
KILL SWITCH

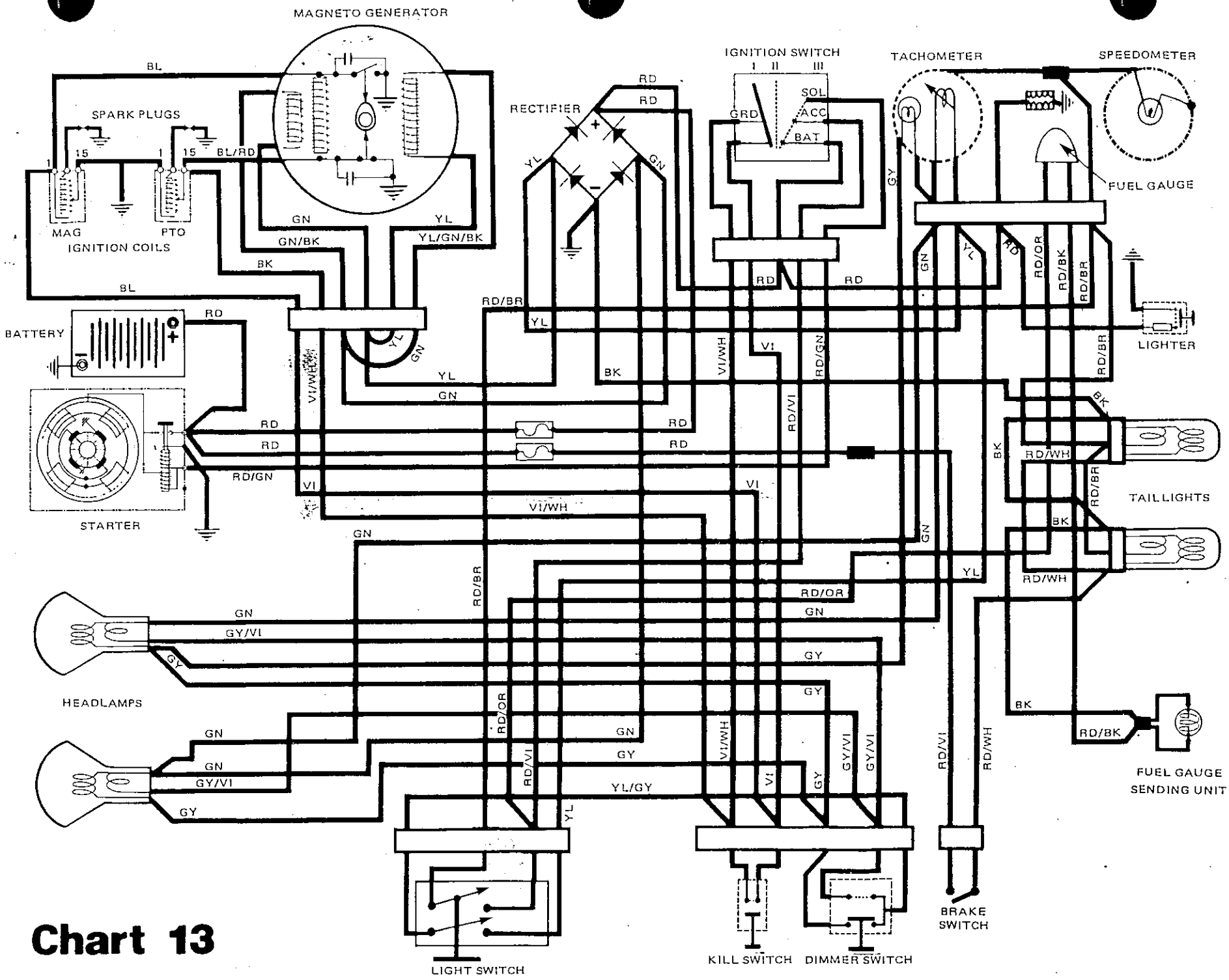

MAGNETO GENERATOR
IGNITION SWITCH
I II III
TACHOMETER
SPEEDOMETER
SPARK PLUGS
RECTIFIER
SOL
ACC
BAT
GRD
FUEL GAUGE
MAG
PTO
IGNITION COILS
BATTERY
LIGHTER
STARTER
TAIL LIGHTS
HEADLAMPS
FUEL GAUGE
SENDING UNIT
LIGHT SWITCH
KILL SWITCH
DIMMER SWITCH
BRAKE
SWITCH
BL
BL/RD
GN
GN/BK
YL
YL/GN/BK
BK
RD
RD/BR
RD/GN
VI
VI/WH
GY
GY/VI
YL/GY
RD/OR
RD/VI
RD/WH
RD/BK

Chart 13

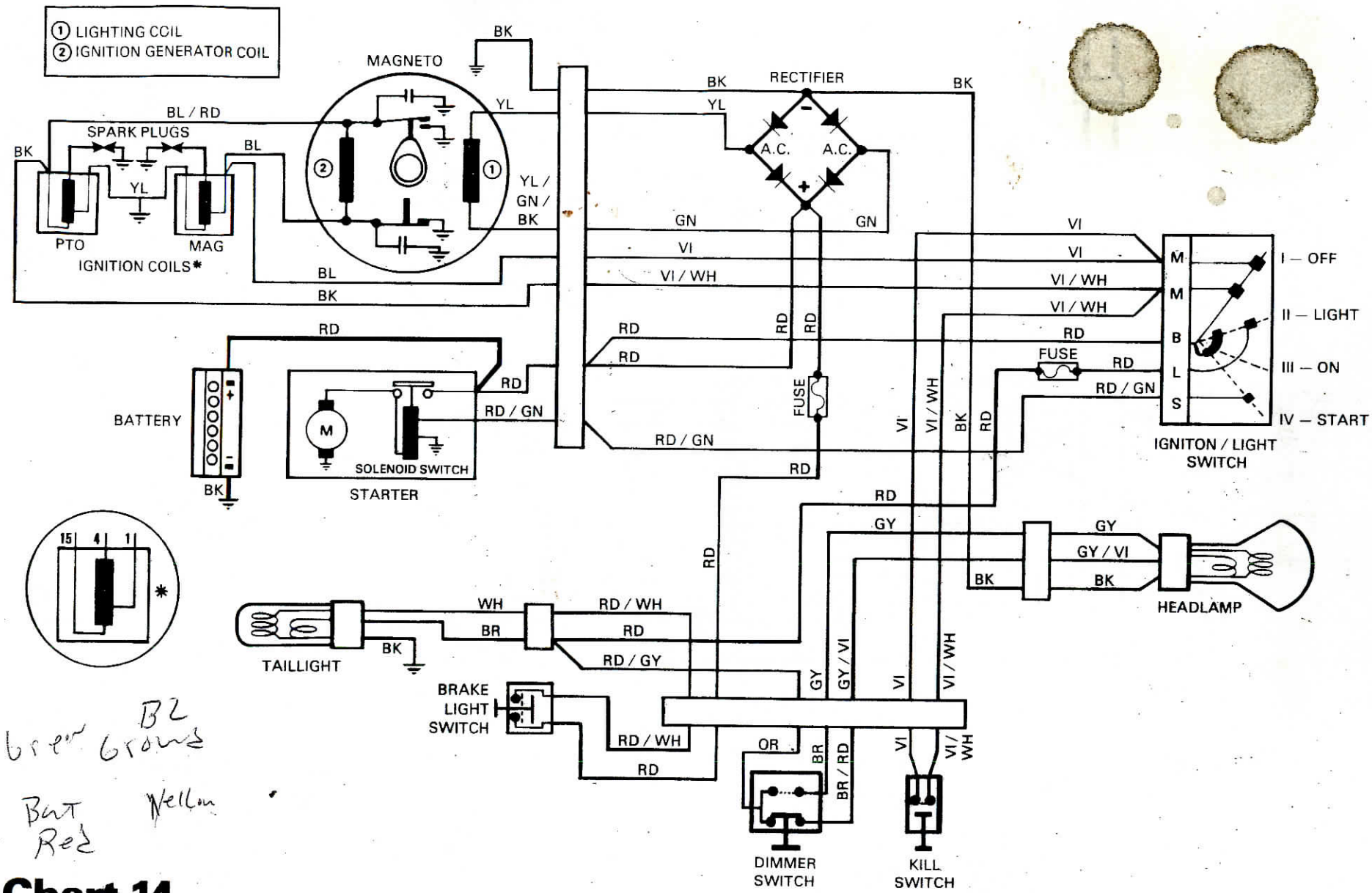

① LIGHTING COIL
② IGNITION GENERATOR COIL
MAGNETO
BK
BL / RD
SPARK PLUGS
BK
BL
YL
YL / GN / BK
PTO
MAG
IGNITION COILS*
BL
BK
RECTIFIER
BK
YL
A.C.
A.C.
GN
GN
VI
VI
VI / WH
VI / WH
RD
RD
RD
RD
RD
RD / GN
RD / GN
FUSE
FUSE
RD
RD / GN
BATTERY
BK
STARTER
SOLENOID SWITCH
M
IGNITON / LIGHT SWITCH
M
M
B
L
S
I — OFF
II — LIGHT
III — ON
IV — START
15
4
1
*
HEADLAMP
GY
GY / VI
BK
BK
TAILLIGHT
WH
BR
BK
RD / WH
RD
RD / GY
BRAKE LIGHT SWITCH
RD / WH
RD
GY
GY / VI
VI
VI / WH
OR
BR
BR / RD
DIMMER SWITCH
VI
VI / WH
KILL SWITCH

Chart 14

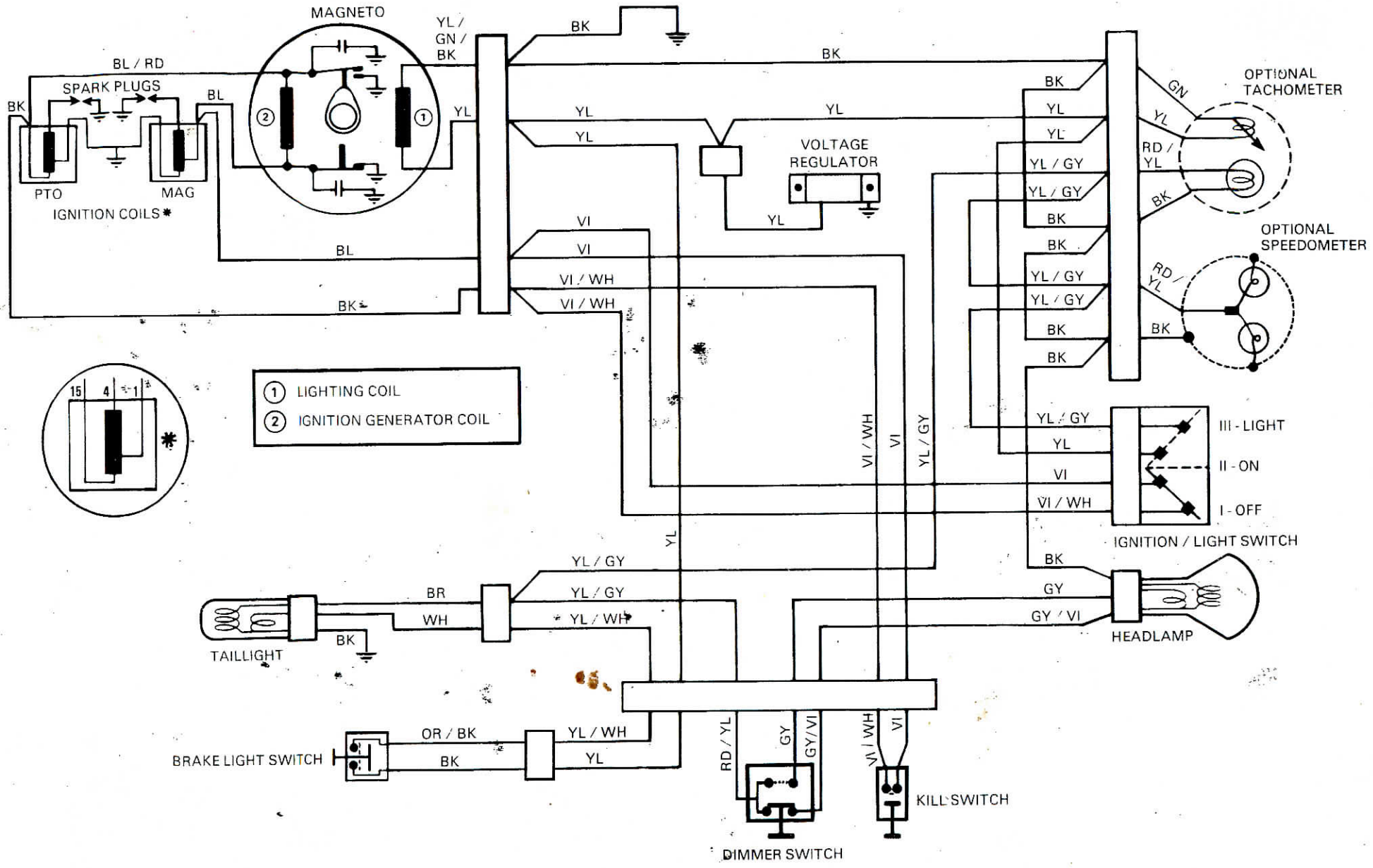

MAGNETO
YL / GN / BK
BL / RD
SPARK PLUGS
BK
BL
PTO
MAG
IGNITION COILS *
YL
BK
BL
VI
VI / WH
VOLTAGE REGULATOR
OPTIONAL TACHOMETER
GN
RD / YL
OPTIONAL SPEEDOMETER
YL / GY
15
4
1
* 1 LIGHTING COIL
2 IGNITION GENERATOR COIL
III - LIGHT
II - ON
I - OFF
IGNITION / LIGHT SWITCH
HEADLAMP
GY
GY / VI
TAILLIGHT
BR
WH
BRAKE LIGHT SWITCH
OR / BK
RD / YL
GY
GY/VI
KILL SWITCH
DIMMER SWITCH

Chart 15

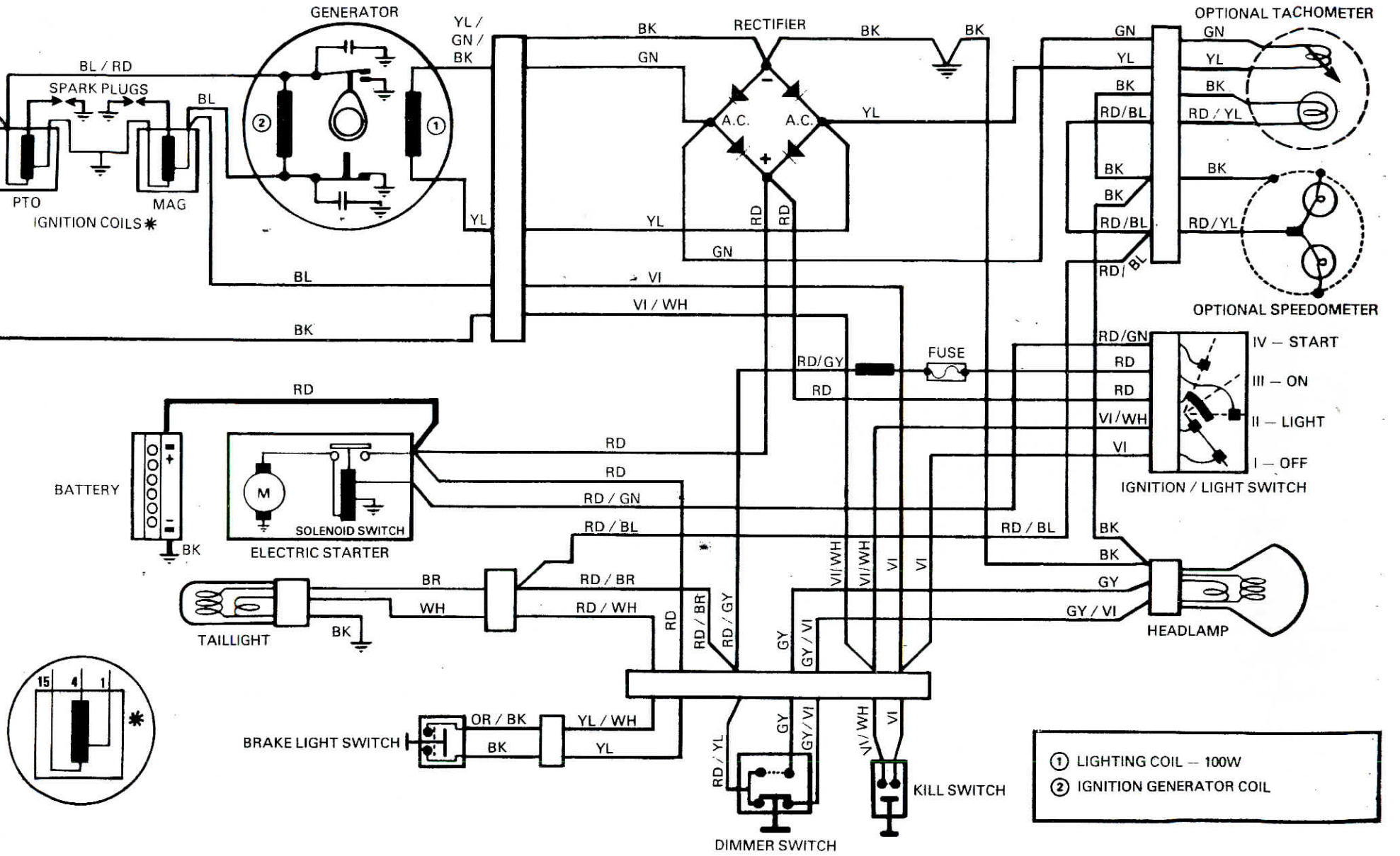

GENERATOR
YL / GN / BK
BK
RECTIFIER
BK
BK
OPTIONAL TACHOMETER
BL / RD
SPARK PLUGS
BL
GN
A.C.
A.C.
YL
GN
YL
BK
RD/BL
YL
BK
RD / YL
PTO
MAG
IGNITION COILS *
YL
YL
RD
RD
BK
BK
RD/BL
RD/YL
GN
BL
VI
RD/BL
VI / WH
OPTIONAL SPEEDOMETER
BK
RD/GN
IV — START
RD/GY
FUSE
RD
RD
III — ON
RD
RD
II — LIGHT
VI/WH
VI
I — OFF
IGNITION / LIGHT SWITCH
BATTERY
BK
M
SOLENOID SWITCH
ELECTRIC STARTER
RD / GN
RD / BL
RD / BL
BK
BK
GY
GY / VI
HEADLAMP
BR
WH
RD / BR
RD / WH
TAILLIGHT
BK
RD
RD / BR
RD / GY
GY
GY / VI
VI/WH
VI/WH
VI
VI
15
4
1
OR / BK
YL / WH
BRAKE LIGHT SWITCH
BK
YL
RD / YL
GY
GY / VI
VI/WH
VI
KILL SWITCH
DIMMER SWITCH
① LIGHTING COIL — 100W
② IGNITION GENERATOR COIL

Chart 16

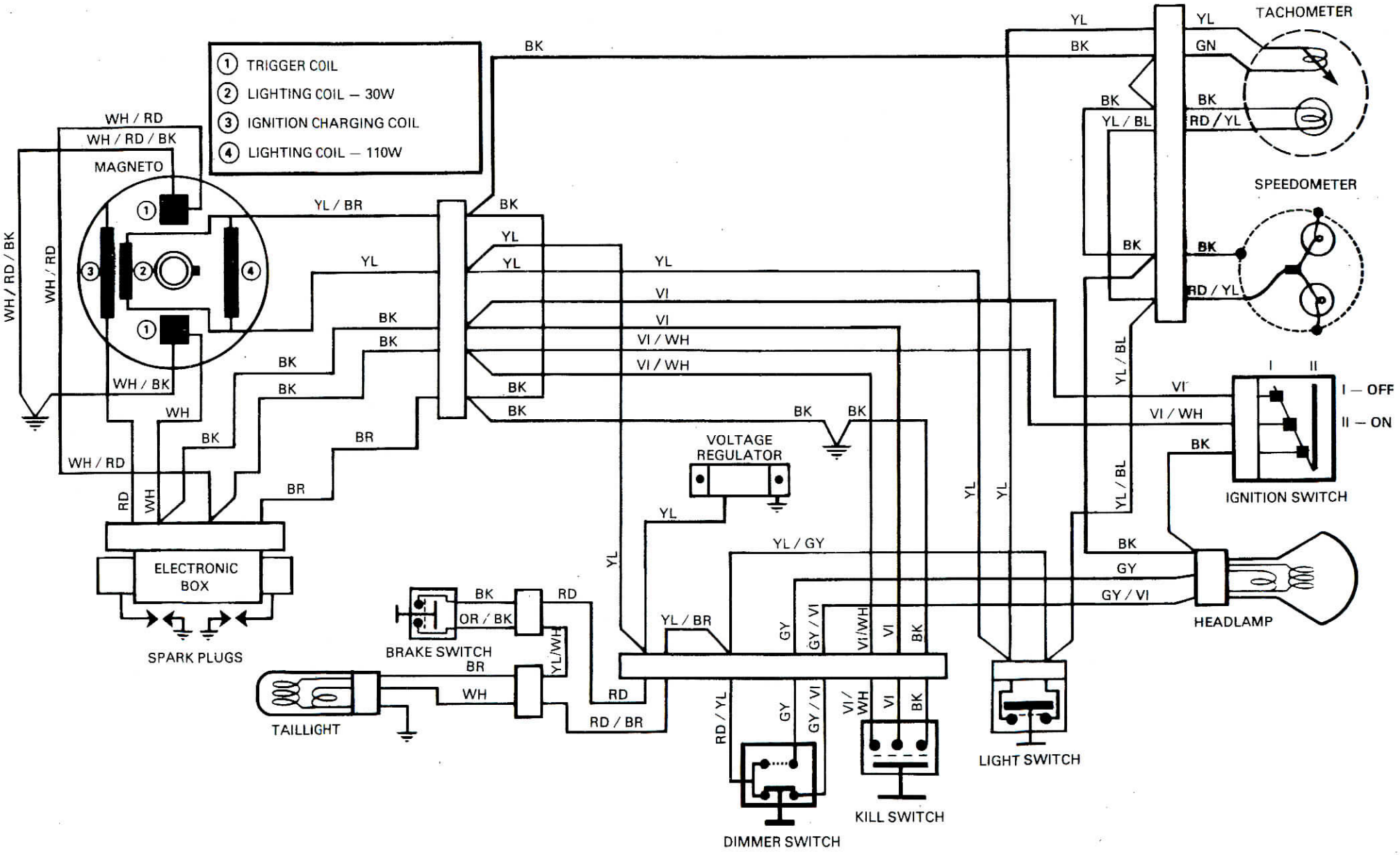

1 TRIGGER COIL
2 LIGHTING COIL — 30W
3 IGNITION CHARGING COIL
4 LIGHTING COIL — 110W
MAGNETO
WH / RD
WH / RD / BK
WH / RD / BK
WH / RD
WH / BK
YL / BR
BK
YL
VI
VI / WH
BR
RD
WH
ELECTRONIC BOX
SPARK PLUGS
VOLTAGE REGULATOR
BRAKE SWITCH
OR / BK
YL/WH
TAILLIGHT
RD / BR
RD / YL
GY
GY / VI
VI/WH
DIMMER SWITCH
KILL SWITCH
LIGHT SWITCH
TACHOMETER
GN
YL / BL
SPEEDOMETER
IGNITION SWITCH
I — OFF
II — ON
GY / VI
HEADLAMP

Chart 17

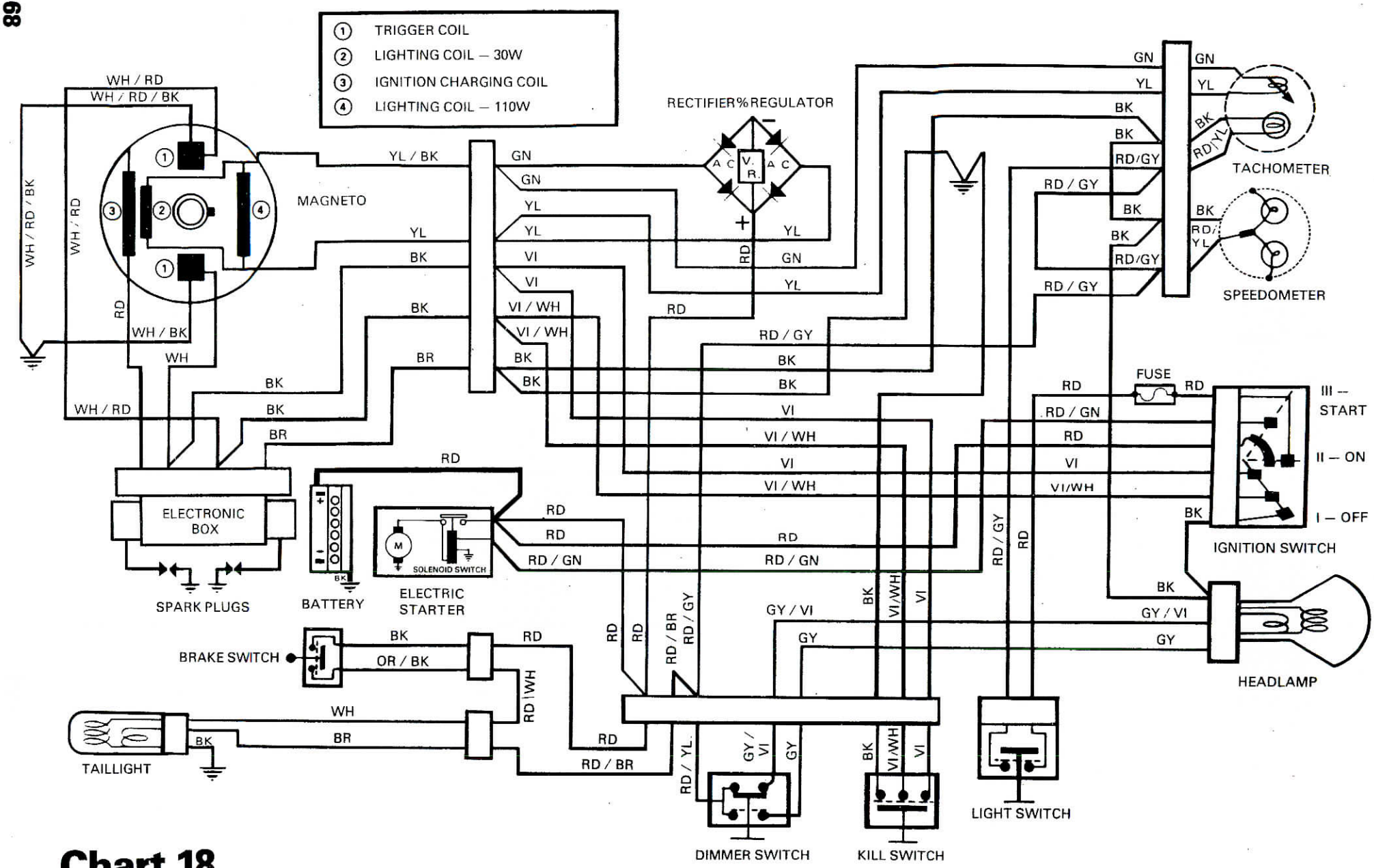

① TRIGGER COIL
② LIGHTING COIL – 30W
③ IGNITION CHARGING COIL
④ LIGHTING COIL – 110W
MAGNETO
RECTIFIER/REGULATOR
TACHOMETER
SPEEDOMETER
FUSE
III – START
II – ON
I – OFF
IGNITION SWITCH
HEADLAMP
ELECTRONIC BOX
SPARK PLUGS
BATTERY
ELECTRIC STARTER
SOLENOID SWITCH
BRAKE SWITCH
TAILLIGHT
DIMMER SWITCH
KILL SWITCH
LIGHT SWITCH

Chart 18

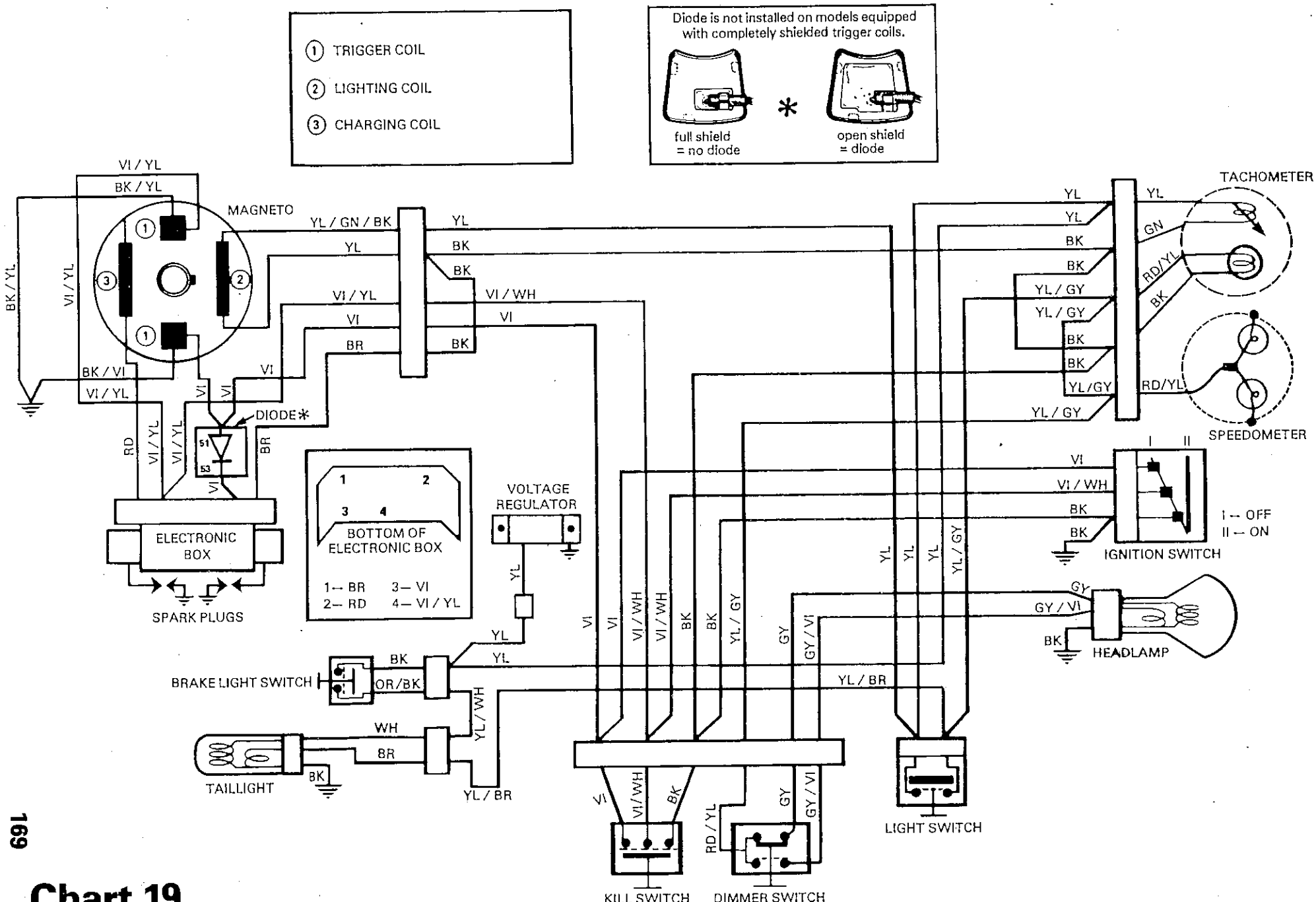

① TRIGGER COIL
② LIGHTING COIL
③ CHARGING COIL
Diode is not installed on models equipped with completely shielded trigger coils.
full shield = no diode
open shield = diode
MAGNETO
VI / YL
BK / YL
YL / GN / BK
YL
BK
VI / WH
VI
BR
BK / VI
DIODE*
RD
ELECTRONIC BOX
SPARK PLUGS
BOTTOM OF ELECTRONIC BOX
1— BR 3— VI
2— RD 4— VI / YL
VOLTAGE REGULATOR
BRAKE LIGHT SWITCH
OR/BK
WH
8R
TAILLIGHT
YL / BR
KILL SWITCH
DIMMER SWITCH
RD / YL
GY
GY / VI
LIGHT SWITCH
TACHOMETER
GN
RD/YL
YL / GY
SPEEDOMETER
IGNITION SWITCH
I — OFF
II — ON
HEADLAMP
GY

Chart 19

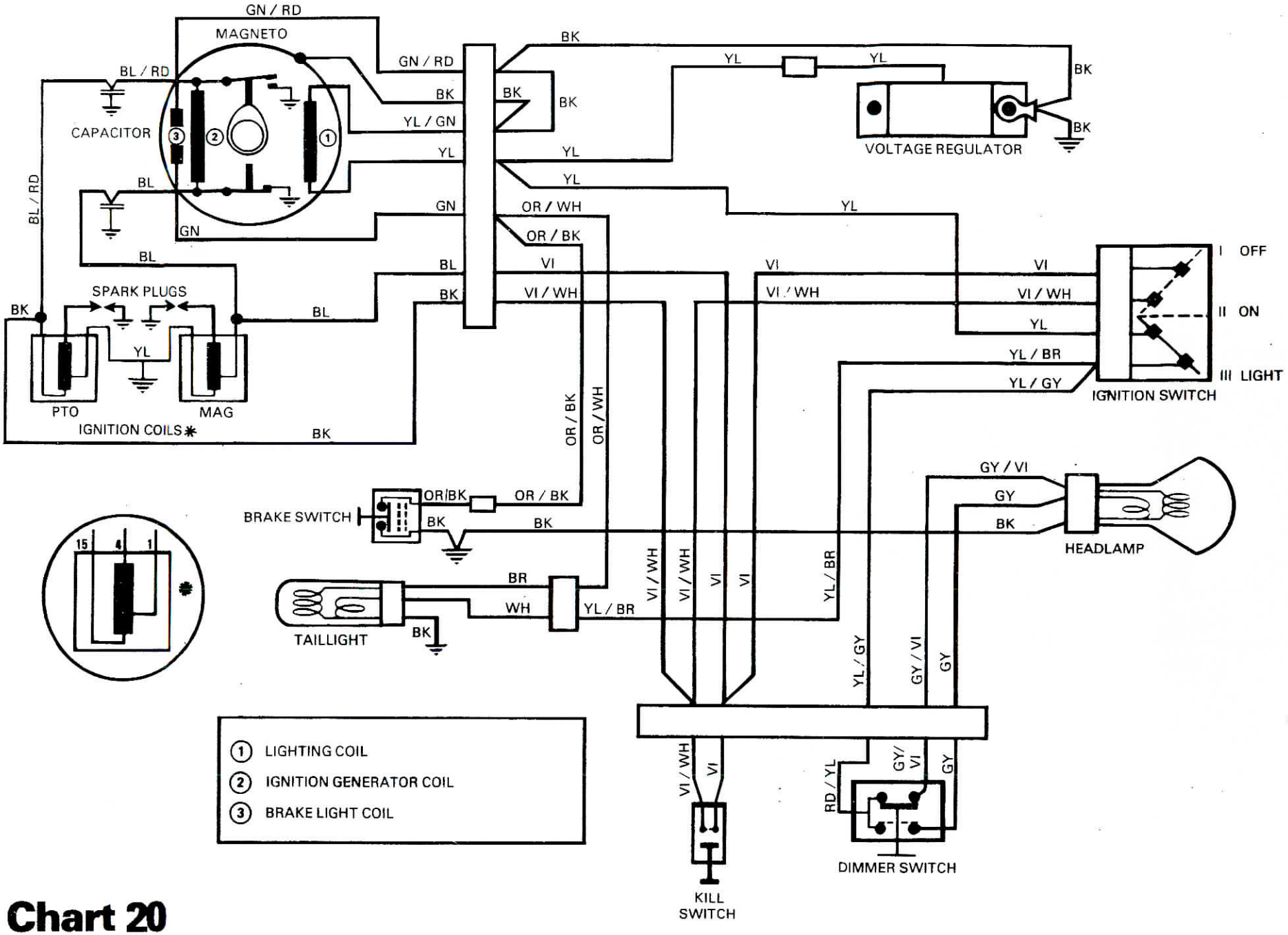

GN / RD
MAGNETO
BL / RD
CAPACITOR
BL
BL / RD
GN
BL
SPARK PLUGS
BK
YL
PTO
MAG
IGNITION COILS ✱
BK
GN / RD
BK
YL / GN
YL
GN
BL
BL
BK
BK
BK
OR / WH
OR / BK
VI
VI / WH
OR / BK
OR / WH
BK
YL
VOLTAGE REGULATOR
BK
BK
YL
YL
YL
VI
VI / WH
YL
YL / BR
YL / GY
I OFF
II ON
III LIGHT
IGNITION SWITCH
GY / VI
GY
BK
HEADLAMP
BRAKE SWITCH
OR/BK
OR / BK
BK
BK
BR
WH
YL / BR
TAILLIGHT
BK
VI / WH
VI / WH
VI
VI
YL / BR
YL / GY
GY / VI
GY
VI / WH
VI
RD / YL
GY / VI
GY
KILL SWITCH
DIMMER SWITCH
15
4
1
① LIGHTING COIL
② IGNITION GENERATOR COIL
③ BRAKE LIGHT COIL

Chart 20

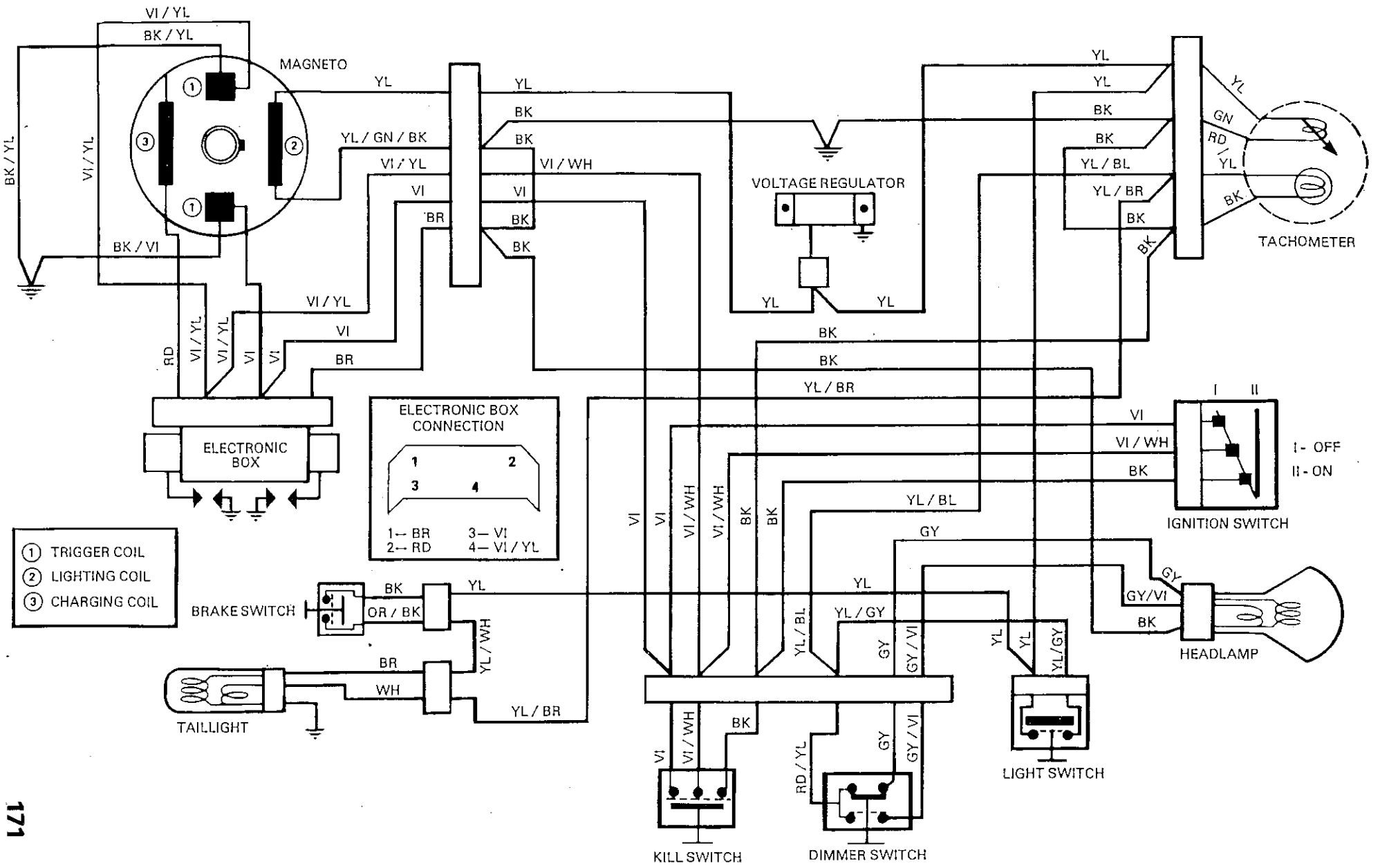

MAGNETO
VOLTAGE REGULATOR
TACHOMETER
ELECTRONIC BOX
ELECTRONIC BOX CONNECTION
1— BR
2— RD
3— VI
4— VI / YL
IGNITION SWITCH
I - OFF
II - ON
BRAKE SWITCH
TAILLIGHT
HEADLAMP
LIGHT SWITCH
KILL SWITCH
DIMMER SWITCH
① TRIGGER COIL
② LIGHTING COIL
③ CHARGING COIL

Chart 21

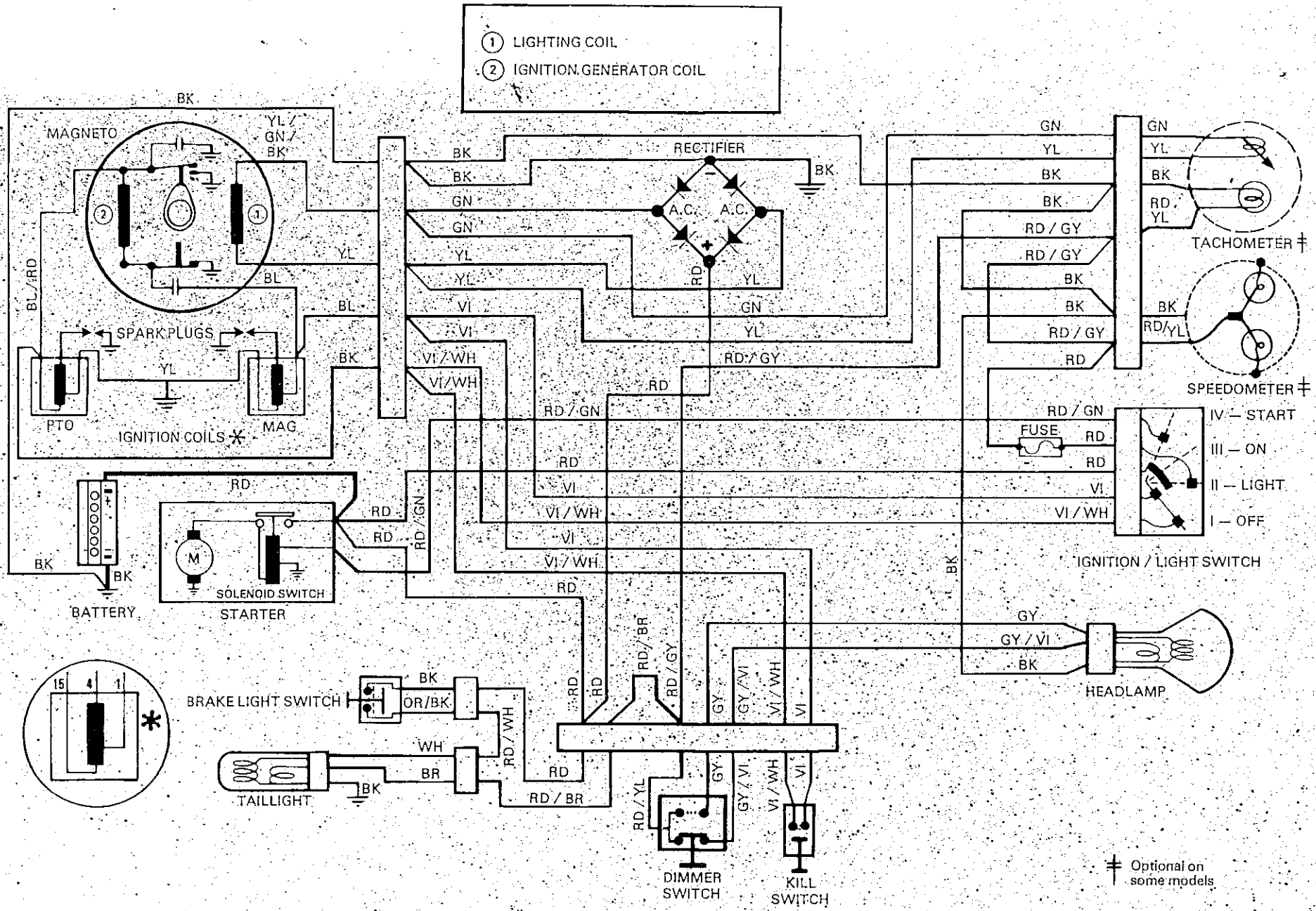

1 LIGHTING COIL
2 IGNITION GENERATOR COIL
MAGNETO
BK
YL / GN / BK
BL / RD
BL
YL
SPARK PLUGS
PTO
MAG
IGNITION COILS *
RECTIFIER
A.C.
A.C.
GN
YL
VI
VI / WH
RD / GN
RD
RD / GY
BK
TACHOMETER ‡
RD / YL
SPEEDOMETER ‡
FUSE
IV — START
III — ON
II — LIGHT
I — OFF
IGNITION / LIGHT SWITCH
BATTERY
STARTER
SOLENOID SWITCH
RD / IGN
BRAKE LIGHT SWITCH
OR / BK
WH
BR
RD / WH
RD / BR
TAILLIGHT
RD / BR
RD / GY
GY
GY / VI
VI / WH
RD / YL
DIMMER SWITCH
KILL SWITCH
GY / VI
HEADLAMP
15
4
1
* Optional on some models

Chart 22

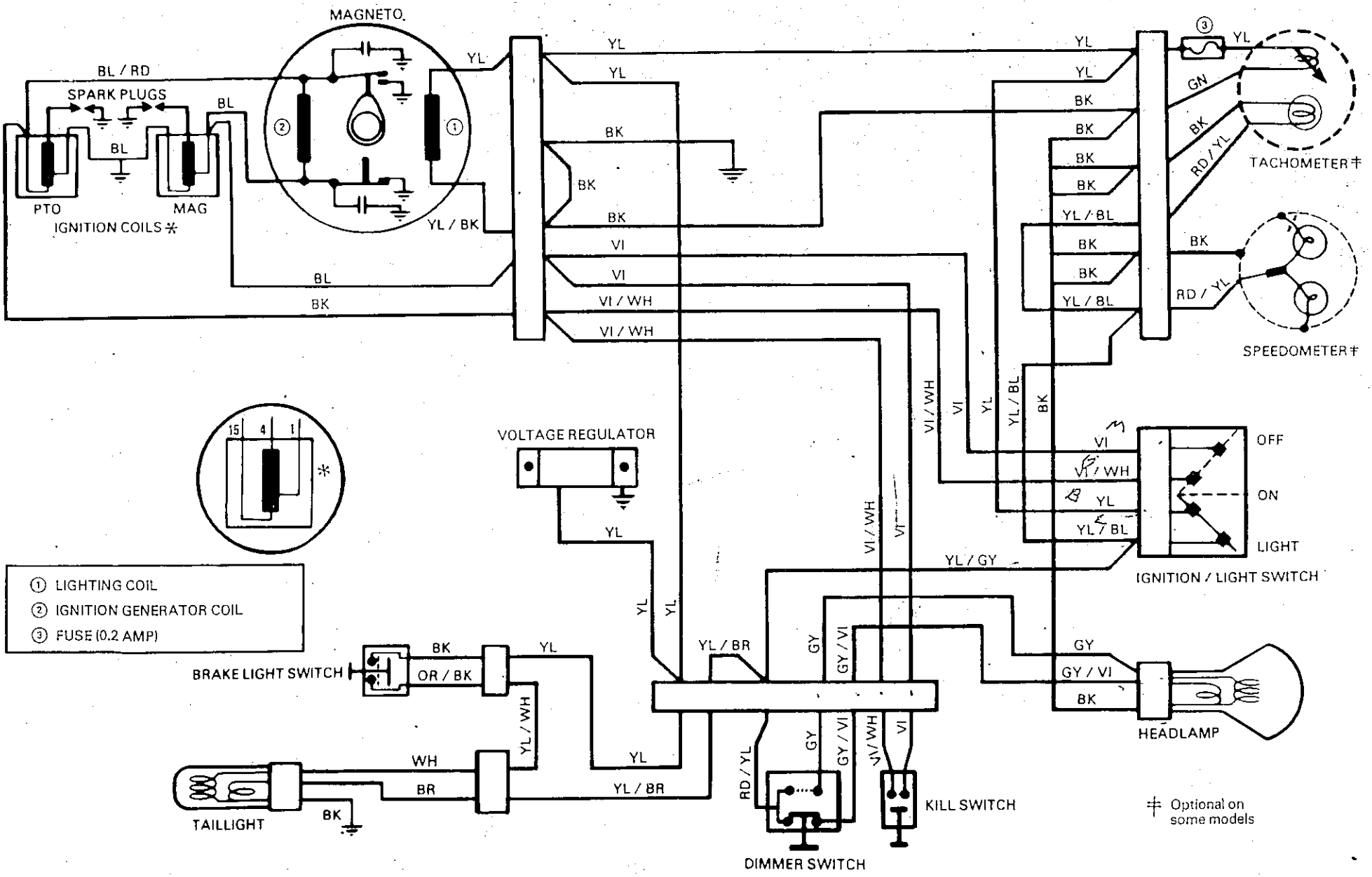

MAGNETO
BL / RD
SPARK PLUGS
BL
BL
PTO
MAG
IGNITION COILS ✲
YL
YL / BK
YL
YL
BK
BK
BK
VI
VI
VI / WH
VI / WH
BL
BK
YL
YL
BK
BK
BK
BK
YL / BL
BK
BK
YL / BL
③
YL
GN
BK
RD / YL
TACHOMETER ‡
BK
RD / YL
SPEEDOMETER ‡
15
4
1
✲
VOLTAGE REGULATOR
YL
YL
YL
VI / WH
VI
VI
VI / WH
YL
YL / BL
BK
VI
VI / WH
YL
YL / BL
OFF
ON
LIGHT
IGNITION / LIGHT SWITCH
YL / GY
① LIGHTING COIL
② IGNITION GENERATOR COIL
③ FUSE (0.2 AMP)
BRAKE LIGHT SWITCH
BK
OR / BK
YL
YL / WH
YL / BR
GY
GY / VI
GY
GY / VI
BK
HEADLAMP
WH
BR
YL
YL / BR
TAILLIGHT
BK
RD / YL
GY
GY / VI
VI / WH
VI
KILL SWITCH
DIMMER SWITCH
‡ Optional on some models

Chart 23

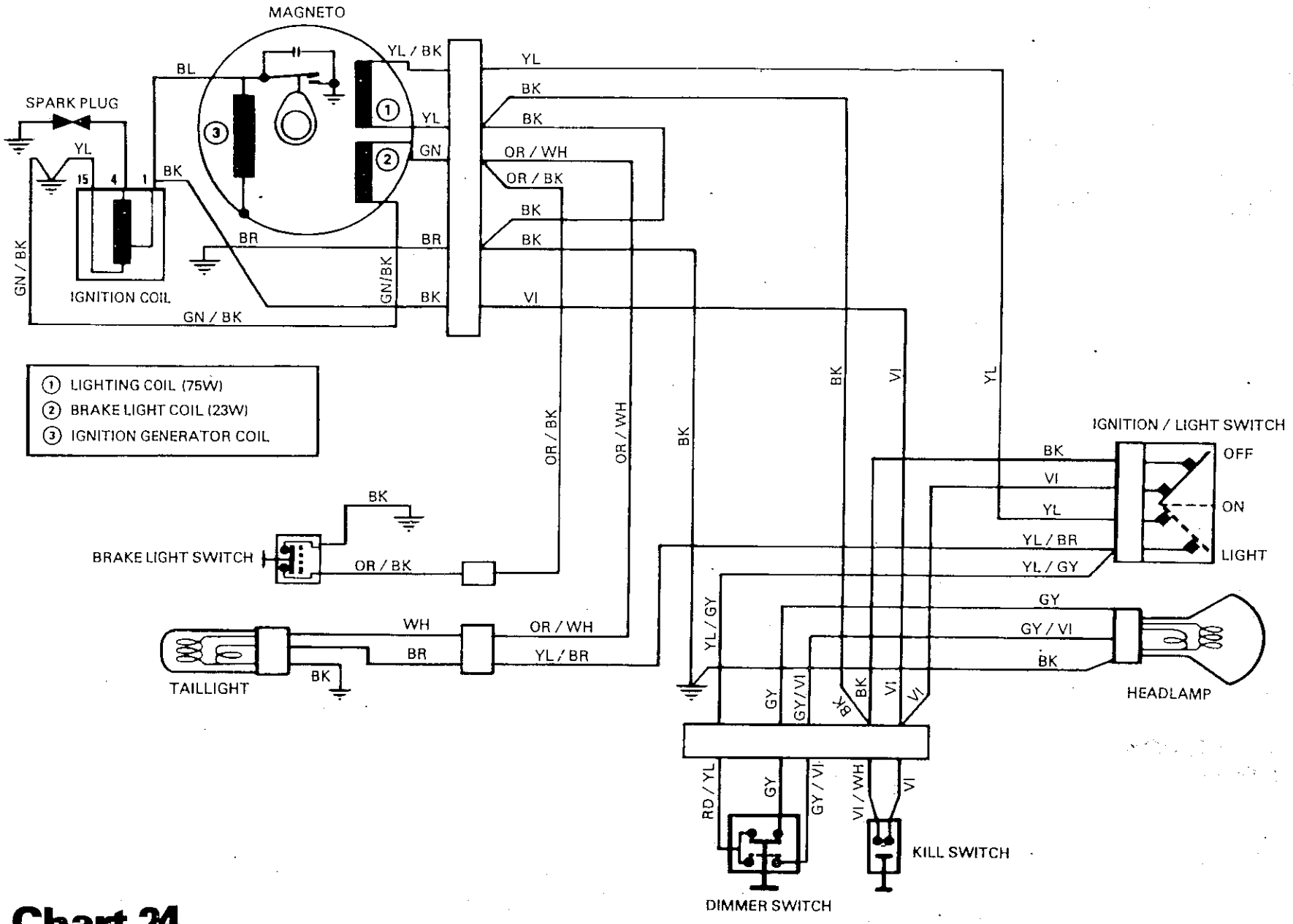

MAGNETO
SPARK PLUG
IGNITION COIL
BL
YL
BK
GN / BK
BR
GN/BK
YL / BK
GN
OR / WH
OR / BK
VI
① LIGHTING COIL (75W)
② BRAKE LIGHT COIL (23W)
③ IGNITION GENERATOR COIL
BRAKE LIGHT SWITCH
TAILLIGHT
WH
YL / BR
IGNITION / LIGHT SWITCH
OFF
ON
LIGHT
YL / GY
GY
GY / VI
HEADLAMP
RD / YL
VI / WH
KILL SWITCH
DIMMER SWITCH

Chart 24

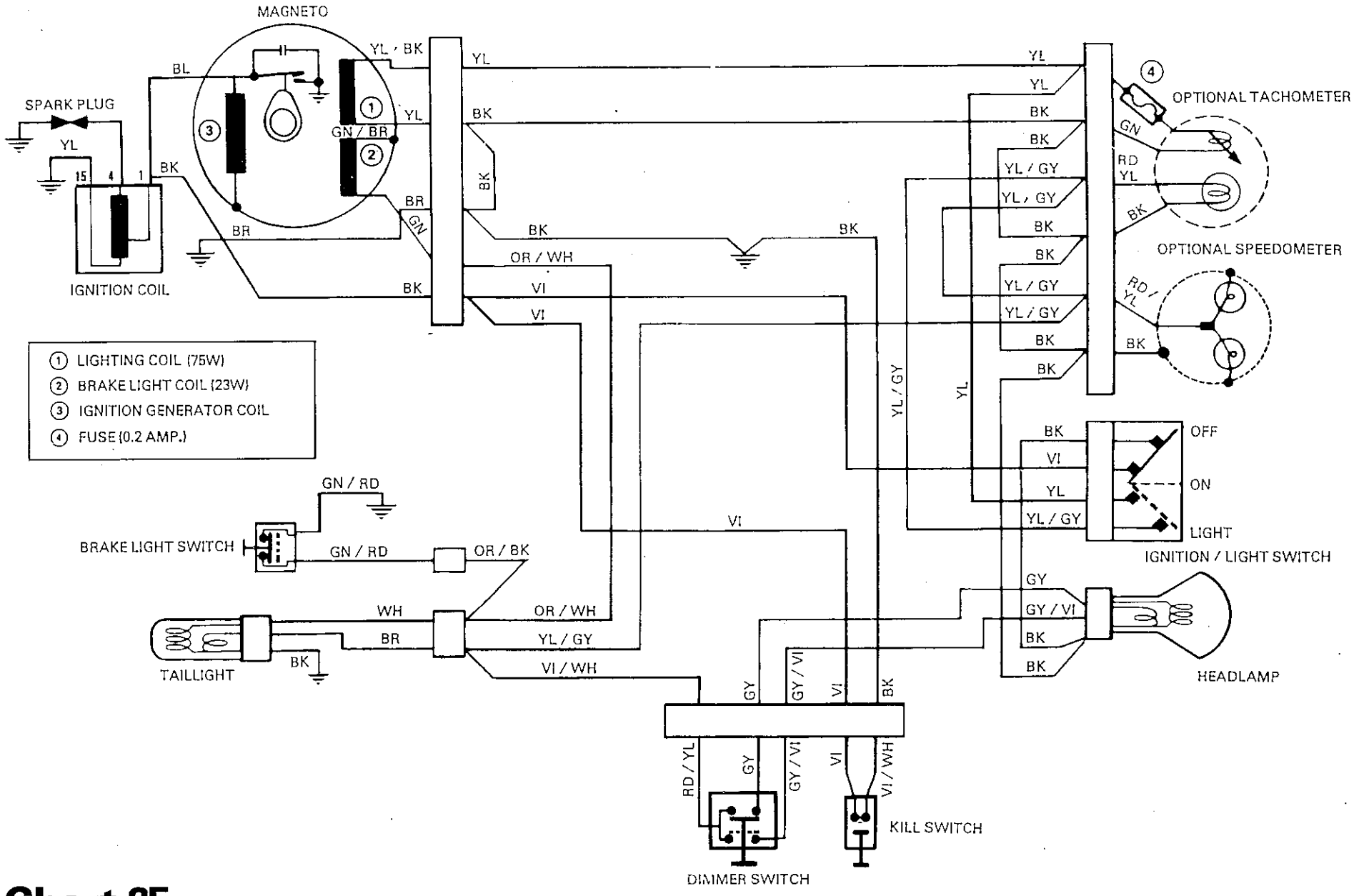

MAGNETO
SPARK PLUG
IGNITION COIL
BL
YL
BK
BR
YL / BK
GN / BR
GN
OR / WH
VI
① LIGHTING COIL (75W)
② BRAKE LIGHT COIL (23W)
③ IGNITION GENERATOR COIL
④ FUSE (0.2 AMP.)
OPTIONAL TACHOMETER
OPTIONAL SPEEDOMETER
RD / YL
YL / GY
OFF
ON
LIGHT
IGNITION / LIGHT SWITCH
GN / RD
BRAKE LIGHT SWITCH
OR / BK
WH
TAILLIGHT
YL / GY
VI / WH
GY
GY / VI
HEADLAMP
RD / YL
VI / WH
KILL SWITCH
DIMMER SWITCH

Chart 25

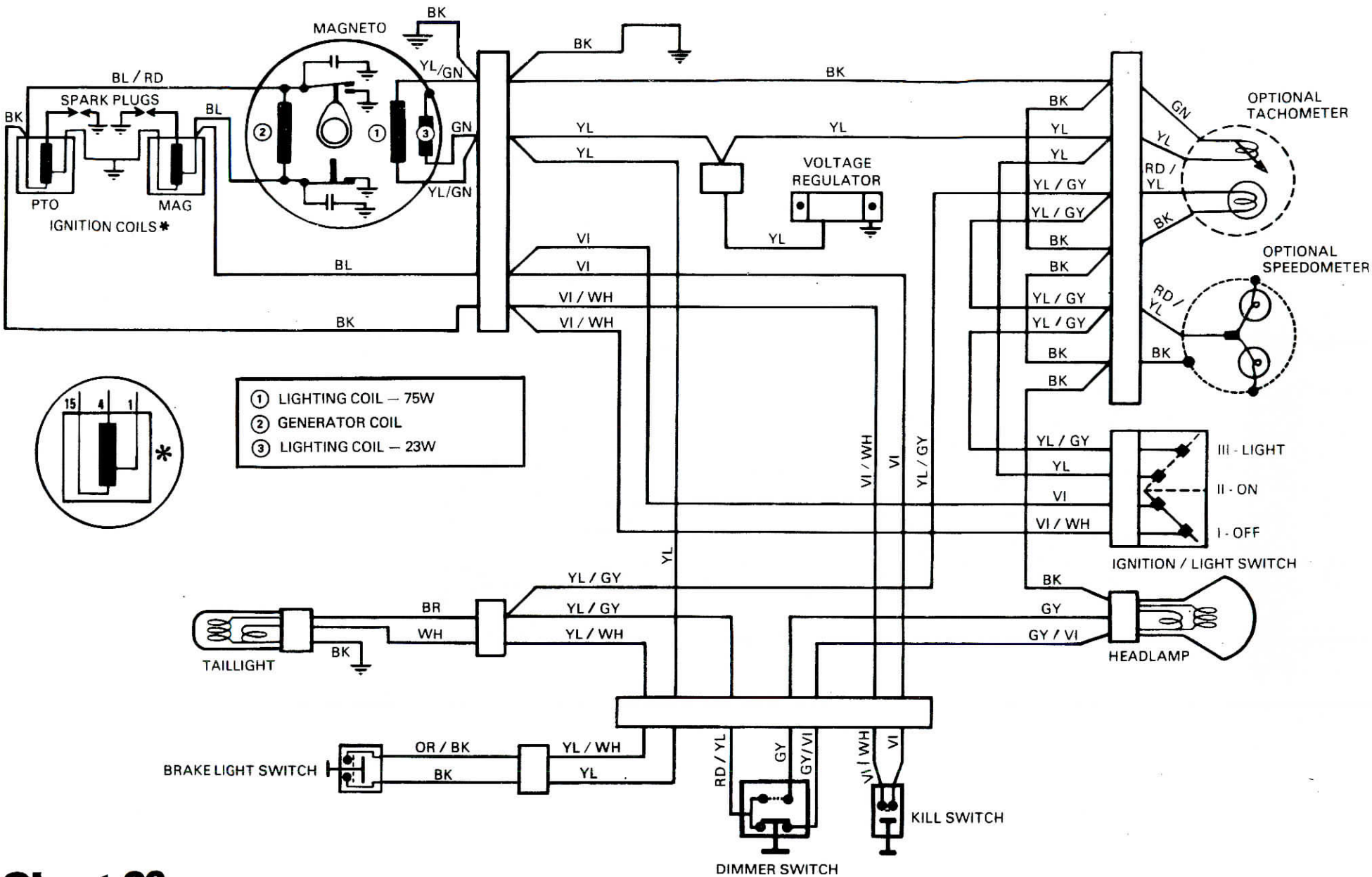

MAGNETO
BK
YL/GN
BL / RD
SPARK PLUGS
BK
BL
GN
YL/GN
PTO
MAG
IGNITION COILS*
BL
BK
YL
VOLTAGE REGULATOR
VI
VI / WH
OPTIONAL TACHOMETER
OPTIONAL SPEEDOMETER
RD / YL
YL / GY
GN
15 4 1
*
① LIGHTING COIL — 75W
② GENERATOR COIL
③ LIGHTING COIL — 23W
III - LIGHT
II - ON
I - OFF
IGNITION / LIGHT SWITCH
BR
WH
TAILLIGHT
GY
GY / VI
HEADLAMP
OR / BK
BRAKE LIGHT SWITCH
RD / YL
GY/VI
DIMMER SWITCH
KILL SWITCH

Chart 26

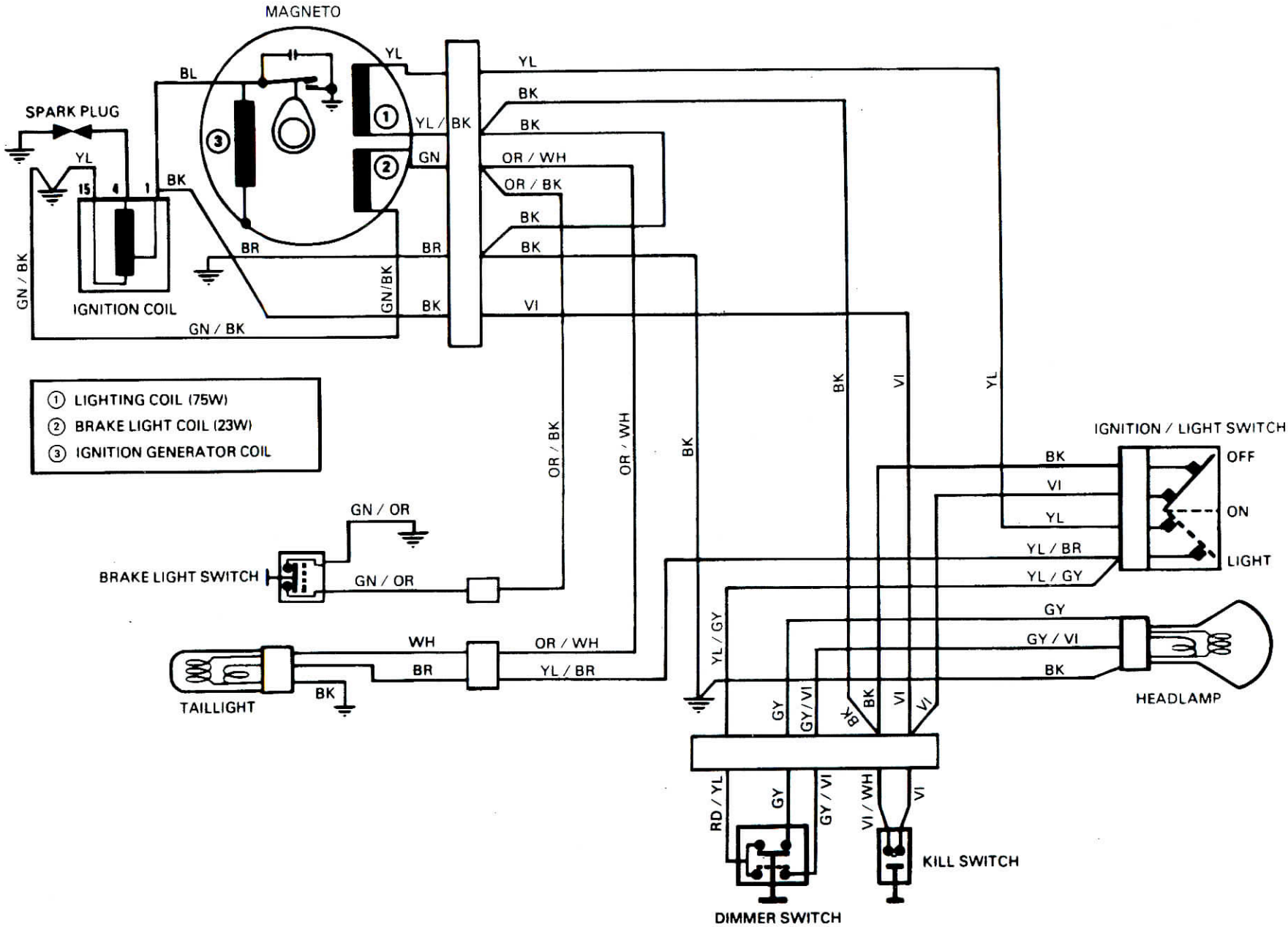

MAGNETO
SPARK PLUG
IGNITION COIL
BL
YL
BK
GN / BK
BR
GN/BK
YL / BK
GN
OR / WH
OR / BK
VI
① LIGHTING COIL (75W)
② BRAKE LIGHT COIL (23W)
③ IGNITION GENERATOR COIL
IGNITION / LIGHT SWITCH
OFF
ON
LIGHT
YL / BR
YL / GY
GY
GY / VI
HEADLAMP
BRAKE LIGHT SWITCH
GN / OR
TAILLIGHT
WH
RD / YL
VI / WH
KILL SWITCH
DIMMER SWITCH

Chart 29

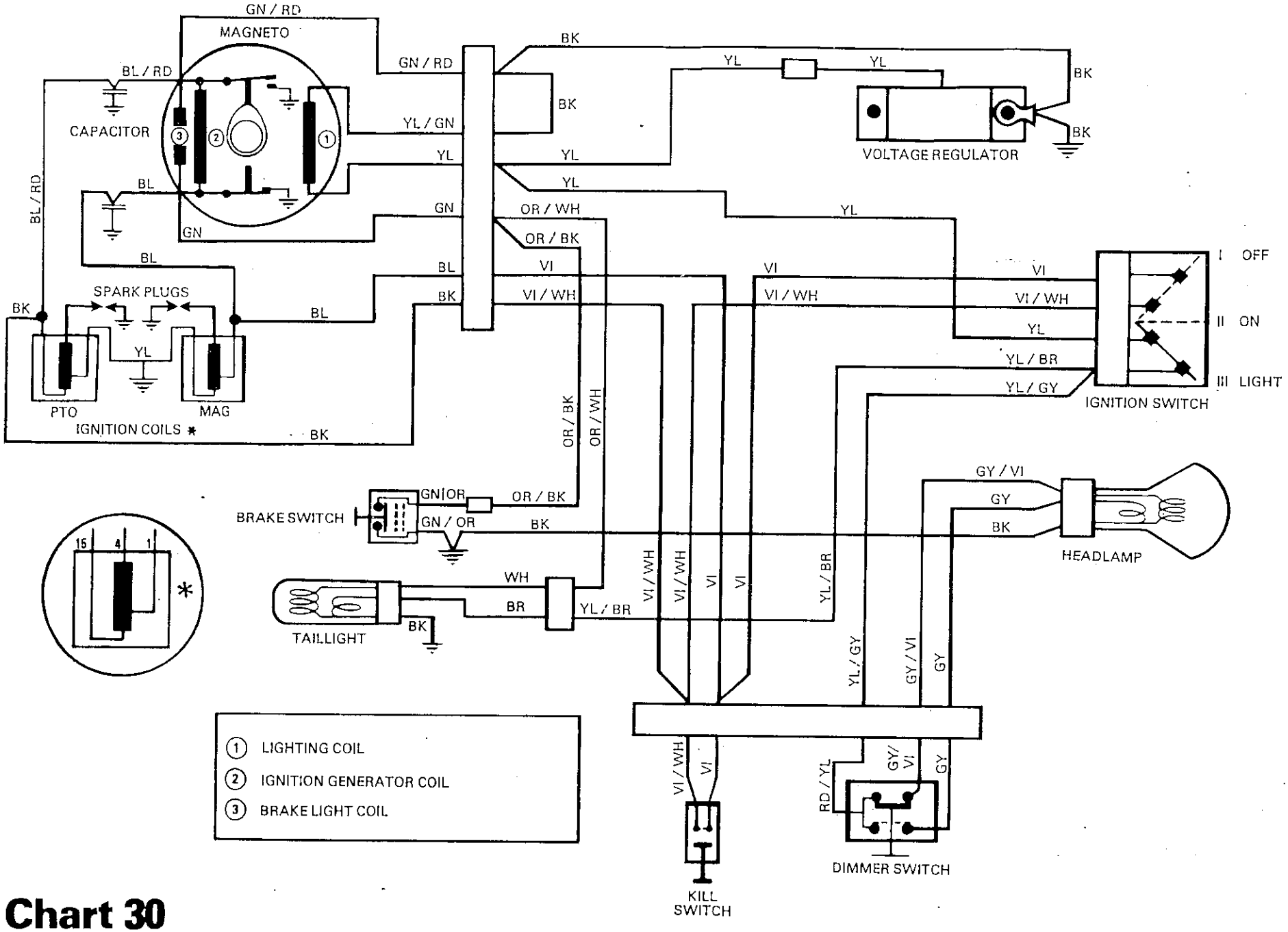

GN / RD
MAGNETO
BL / RD
CAPACITOR
BL
GN
BL / RD
BK
SPARK PLUGS
YL
PTO
MAG
IGNITION COILS *
BL
BK
GN / RD
YL / GN
YL
GN
OR / WH
OR / BK
VI
VI / WH
BK
BL
BK
YL
YL
YL
BK
YL
YL
BK
VOLTAGE REGULATOR
BK
VI
VI / WH
YL
YL / BR
YL / GY
I OFF
II ON
III LIGHT
IGNITION SWITCH
OR / BK
OR / WH
BRAKE SWITCH
GN / OR
OR / BK
GN / OR
BK
GY / VI
GY
BK
HEADLAMP
WH
BR
BK
TAILLIGHT
YL / BR
VI / WH
VI / WH
VI
VI
YL / BR
YL / GY
GY / VI
GY
15
4
1
*
VI / WH
VI
KILL SWITCH
RD / YL
GY / VI
GY
DIMMER SWITCH
① LIGHTING COIL
② IGNITION GENERATOR COIL
③ BRAKE LIGHT COIL

Chart 30

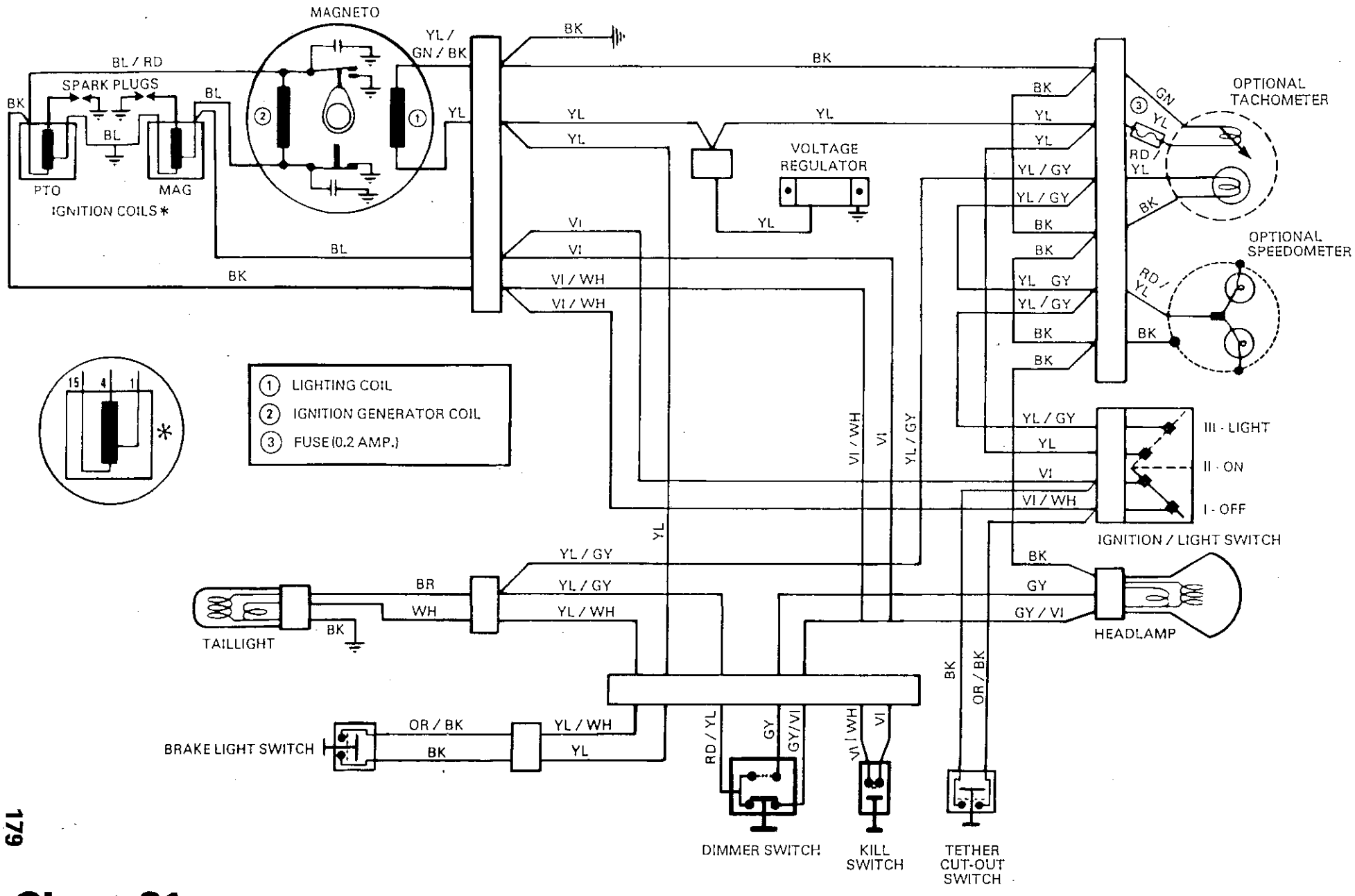

MAGNETO
BL / RD
SPARK PLUGS
BK
BL
PTO
MAG
IGNITION COILS *
YL / GN / BK
YL
BK
YL
YL
VOLTAGE REGULATOR
YL
VI
VI
VI / WH
VI / WH
BL
BK
OPTIONAL TACHOMETER
OPTIONAL SPEEDOMETER
GN
YL
RD / YL
BK
YL / GY
YL / GY
BK
BK
YL GY
YL / GY
BK
BK
III - LIGHT
II - ON
I - OFF
IGNITION / LIGHT SWITCH
15 4 1
*
1 LIGHTING COIL
2 IGNITION GENERATOR COIL
3 FUSE (0.2 AMP.)
YL
VI / WH
VI
YL / GY
YL / GY
BR
WH
YL / GY
YL / WH
BK
TAILLIGHT
BK
GY
GY / VI
HEADLAMP
BRAKE LIGHT SWITCH
OR / BK
BK
YL / WH
YL
RD / YL
GY
GY/VI
VI / WH
VI
BK
OR / BK
DIMMER SWITCH
KILL SWITCH
TETHER CUT-OUT SWITCH

Chart 31

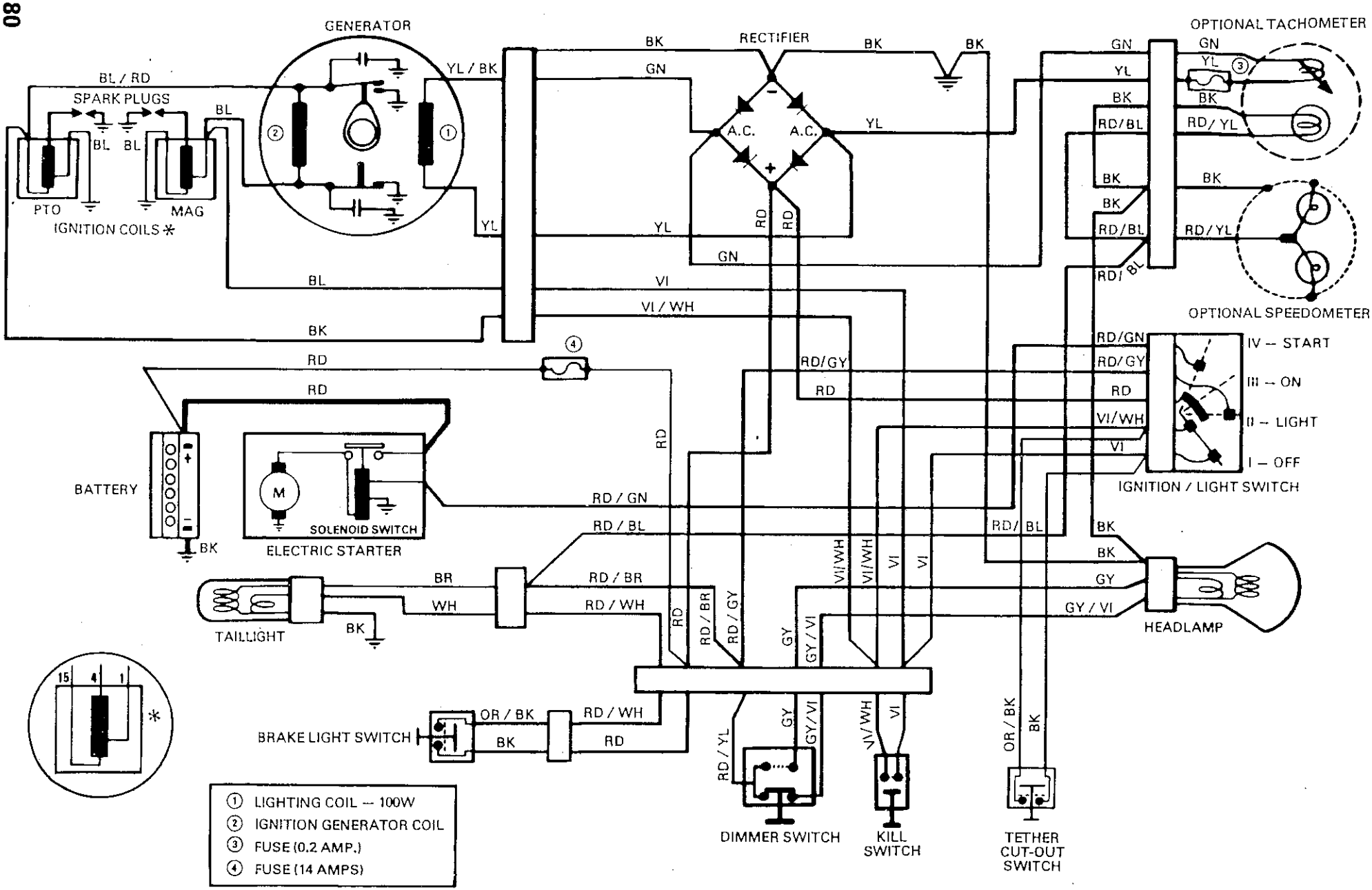

GENERATOR
BL / RD
SPARK PLUGS
BL
BL
BL
PTO
MAG
IGNITION COILS *
YL / BK
YL
BK
GN
RECTIFIER
A.C.
A.C.
BK
BK
YL
RD
RD
YL
GN
BL
VI
VI / WH
BK
OPTIONAL TACHOMETER
GN
YL
BK
RD/BL
BK
BK
RD/BL
RD/ BL
GN
YL
BK
RD/ YL
BK
RD/ YL
OPTIONAL SPEEDOMETER
RD/GN
RD/GY
RD
VI/WH
VI
IV -- START
III -- ON
II -- LIGHT
I -- OFF
IGNITION / LIGHT SWITCH
RD
RD
RD/GY
RD
RD
BATTERY
BK
M
SOLENOID SWITCH
ELECTRIC STARTER
RD / GN
RD / BL
RD/ BL
BK
BK
GY
GY / VI
HEADLAMP
BR
WH
RD / BR
RD / WH
TAILLIGHT
BK
RD
RD / BR
RD / GY
GY
GY / VI
VI/WH
VI/WH
VI
VI
15
4
1
*
OR / BK
BK
RD / WH
RD
BRAKE LIGHT SWITCH
RD / YL
GY
GY/VI
VI/WH
VI
DIMMER SWITCH
KILL SWITCH
OR / BK
BK
TETHER CUT-OUT SWITCH
① LIGHTING COIL -- 100W
② IGNITION GENERATOR COIL
③ FUSE (0.2 AMP.)
④ FUSE (14 AMPS)

Chart 32

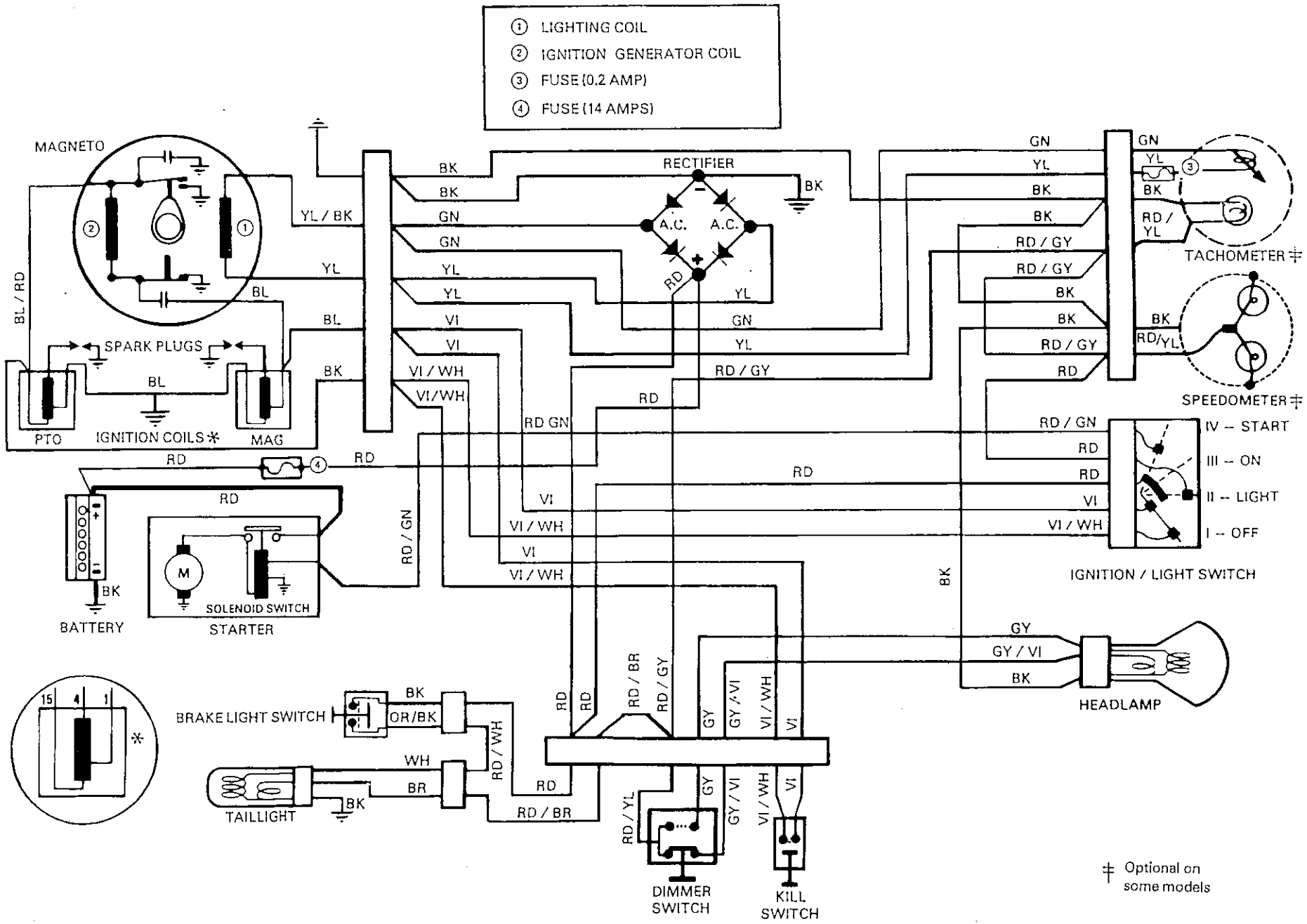

① LIGHTING COIL
② IGNITION GENERATOR COIL
③ FUSE (0.2 AMP)
④ FUSE (14 AMPS)
MAGNETO
RECTIFIER
A.C.
A.C.
SPARK PLUGS
PTO
IGNITION COILS *
MAG
BATTERY
STARTER
SOLENOID SWITCH
TACHOMETER ‡
SPEEDOMETER ‡
IV — START
III — ON
II — LIGHT
I — OFF
IGNITION / LIGHT SWITCH
HEADLAMP
BRAKE LIGHT SWITCH
TAILLIGHT
DIMMER SWITCH
KILL SWITCH
‡ Optional on some models

Chart 33

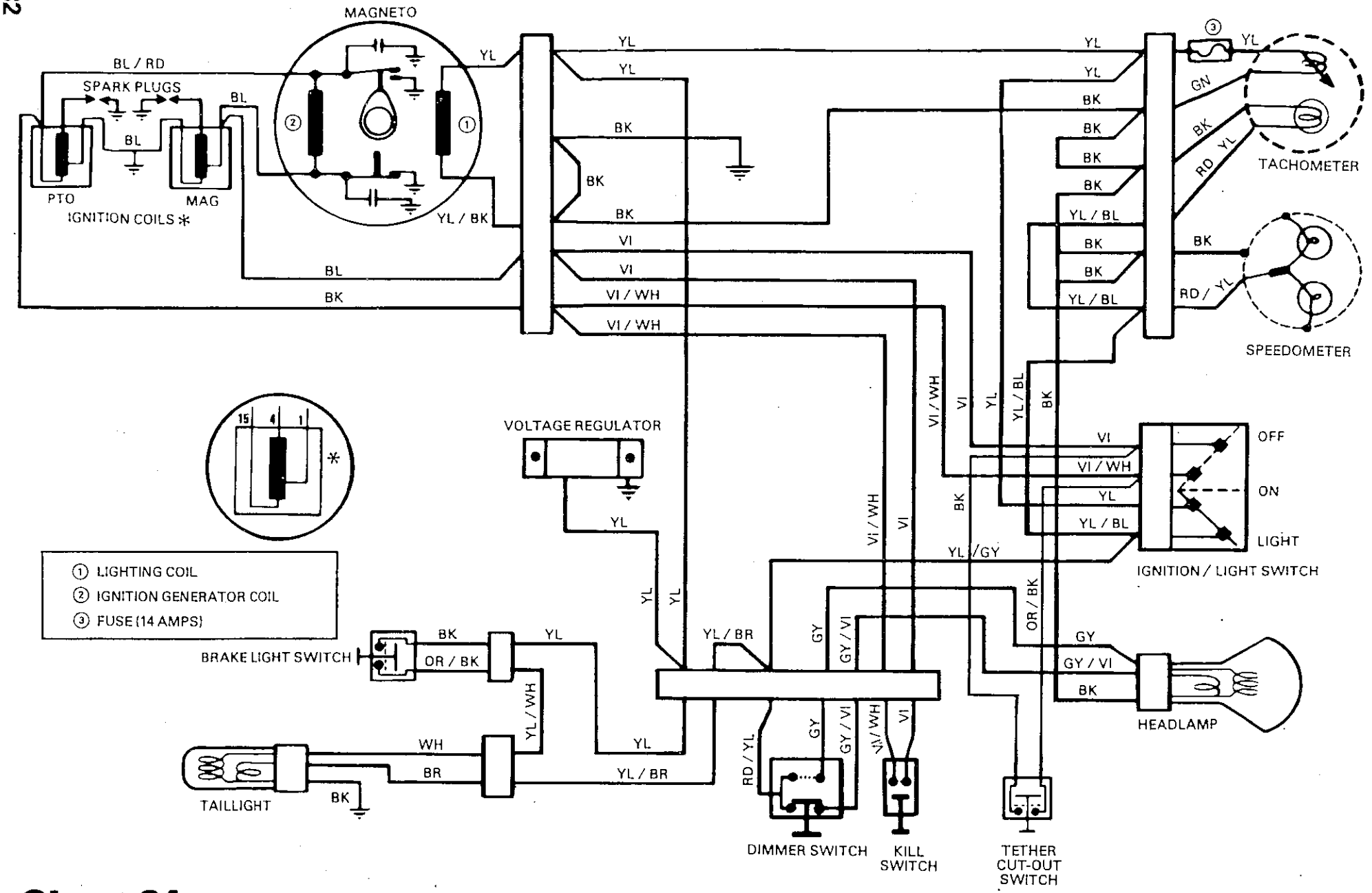

MAGNETO
BL / RD
SPARK PLUGS
BL
PTO
MAG
IGNITION COILS *
YL / BK
BL
BK
YL
BK
VI
VI / WH
TACHOMETER
SPEEDOMETER
GN
RD / YL
YL / BL
OFF
ON
LIGHT
IGNITION / LIGHT SWITCH
VOLTAGE REGULATOR
15
4
1
① LIGHTING COIL
② IGNITION GENERATOR COIL
③ FUSE (14 AMPS)
BRAKE LIGHT SWITCH
OR / BK
YL / WH
YL / BR
WH
BR
TAILLIGHT
GY
GY / VI
RD / YL
DIMMER SWITCH
KILL SWITCH
TETHER CUT-OUT SWITCH
HEADLAMP
YL / GY
OR / BK

Chart 34

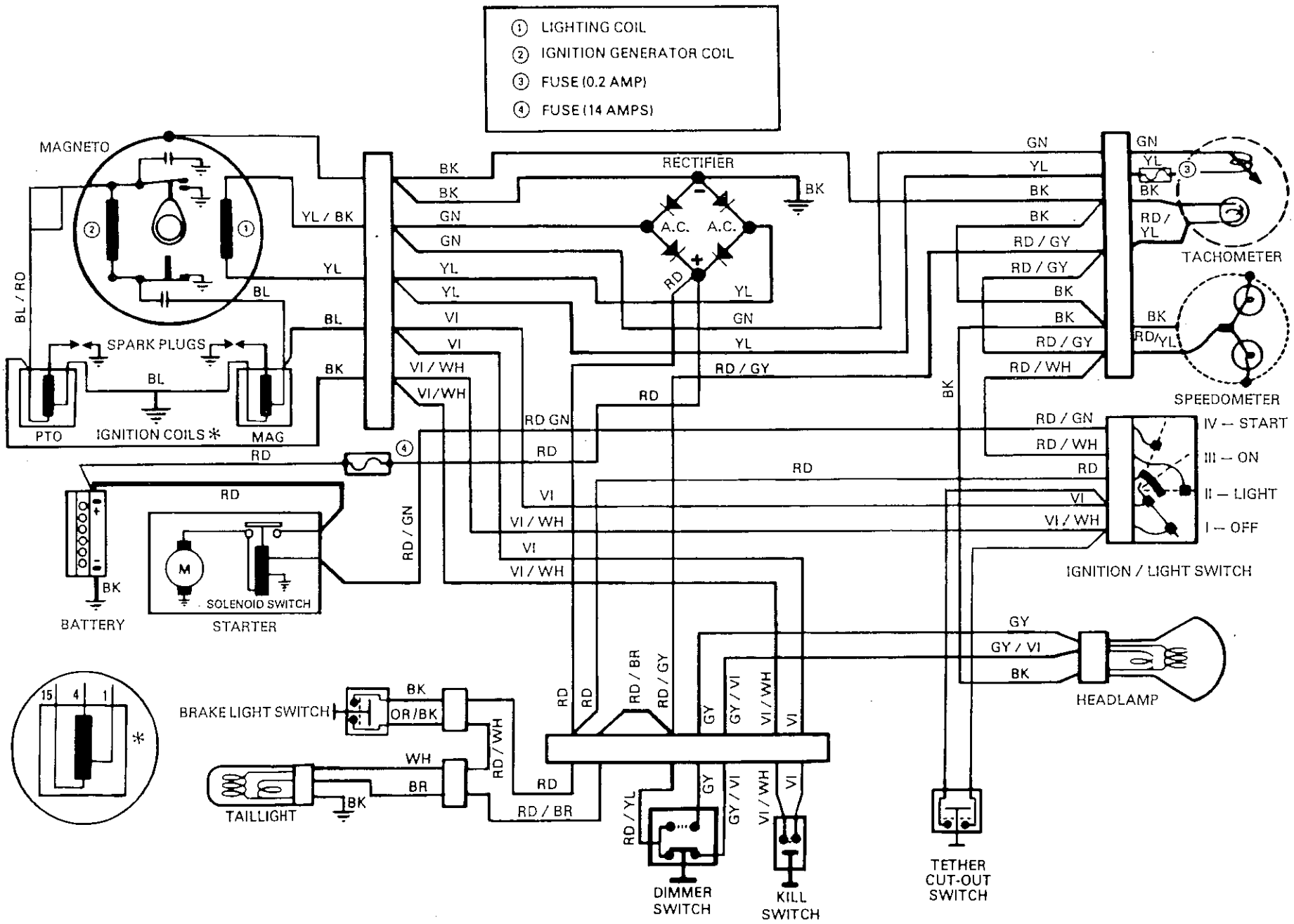

① LIGHTING COIL
② IGNITION GENERATOR COIL
③ FUSE (0.2 AMP)
④ FUSE (14 AMPS)
MAGNETO
RECTIFIER
A.C.
A.C.
SPARK PLUGS
PTO
IGNITION COILS *
MAG
BATTERY
STARTER
SOLENOID SWITCH
TACHOMETER
SPEEDOMETER
IV — START
III — ON
II — LIGHT
I — OFF
IGNITION / LIGHT SWITCH
HEADLAMP
BRAKE LIGHT SWITCH
TAILLIGHT
DIMMER SWITCH
KILL SWITCH
TETHER CUT-OUT SWITCH
BK
BL
BL / RD
YL
YL / BK
GN
VI
VI / WH
RD
RD GN
RD / GN
RD / BR
RD / GY
RD / YL
RD / WH
GY
GY / VI
VI / WH
OR / BK
WH
BR

Chart 35

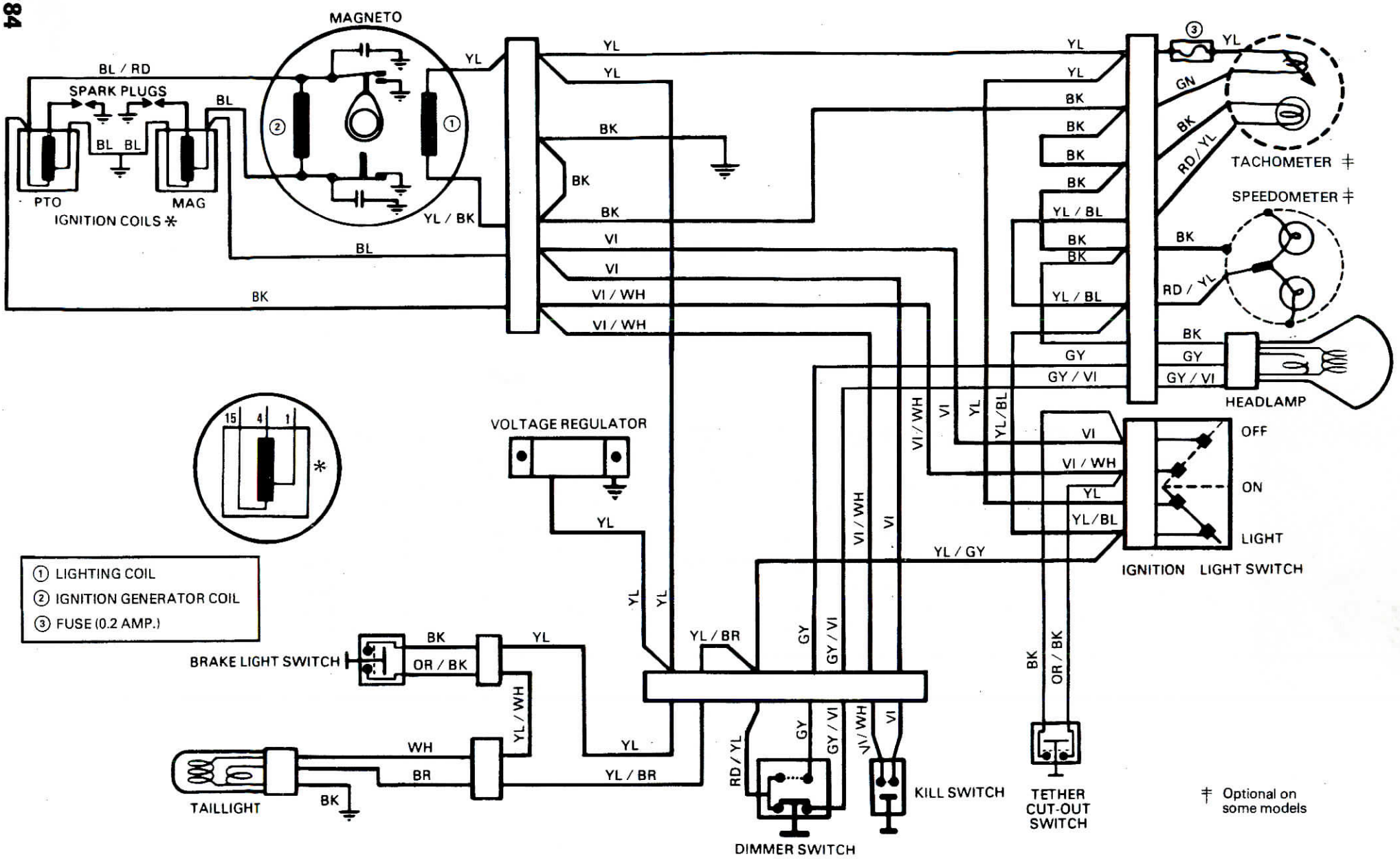

MAGNETO
BL / RD
SPARK PLUGS
BL
BL BL
PTO
MAG
IGNITION COILS *
YL
YL / BK
BL
BK
YL
YL
BK
BK
BK
VI
VI
VI / WH
VI / WH
YL
YL
BK
BK
BK
BK
YL / BL
BK
BK
YL / BL
GY
GY / VI
VI / WH
VI
YL
YL/BL
③
YL
GN
BK
RD / YL
TACHOMETER ‡
SPEEDOMETER ‡
BK
RD / YL
BK
GY
GY / VI
HEADLAMP
VI
VI / WH
YL
YL/BL
OFF
ON
LIGHT
IGNITION LIGHT SWITCH
YL / GY
15 4 1
*
VOLTAGE REGULATOR
YL
YL
YL
YL / BR
VI / WH
VI
GY
GY / VI
① LIGHTING COIL
② IGNITION GENERATOR COIL
③ FUSE (0.2 AMP.)
BRAKE LIGHT SWITCH
BK
OR / BK
YL
YL / WH
WH
BR
YL
YL / BR
TAILLIGHT
BK
RD / YL
GY
GY / VI
VI / WH
VI
KILL SWITCH
DIMMER SWITCH
BK
OR / BK
TETHER CUT-OUT SWITCH
‡ Optional on some models

Chart 36

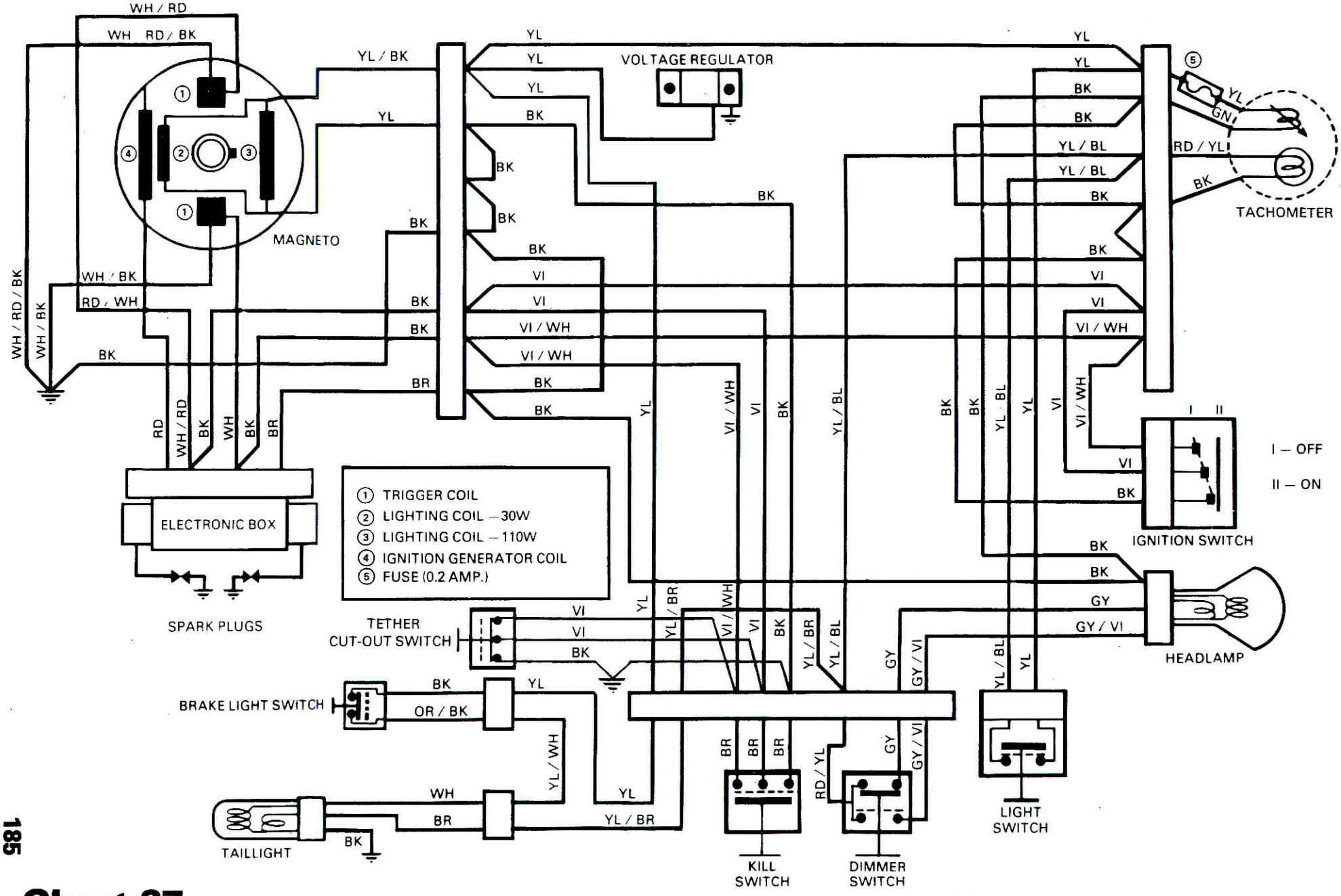

WH / RD
WH
RD / BK
YL / BK
YL
BK
VOLTAGE REGULATOR
MAGNETO
WH / BK
RD / WH
WH / RD / BK
WH / BK
BK
BR
RD
WH / RD
BK
WH
BK
BR
ELECTRONIC BOX
SPARK PLUGS
① TRIGGER COIL
② LIGHTING COIL – 30W
③ LIGHTING COIL – 110W
④ IGNITION GENERATOR COIL
⑤ FUSE (0.2 AMP.)
TETHER CUT-OUT SWITCH
VI
YL / BR
VI / WH
YL / BL
BRAKE LIGHT SWITCH
OR / BK
TAILLIGHT
WH
BR
KILL SWITCH
DIMMER SWITCH
RD / YL
GY
GY / VI
LIGHT SWITCH
TACHOMETER
GN
IGNITION SWITCH
I — OFF
II — ON
HEADLAMP
GY

Chart 37

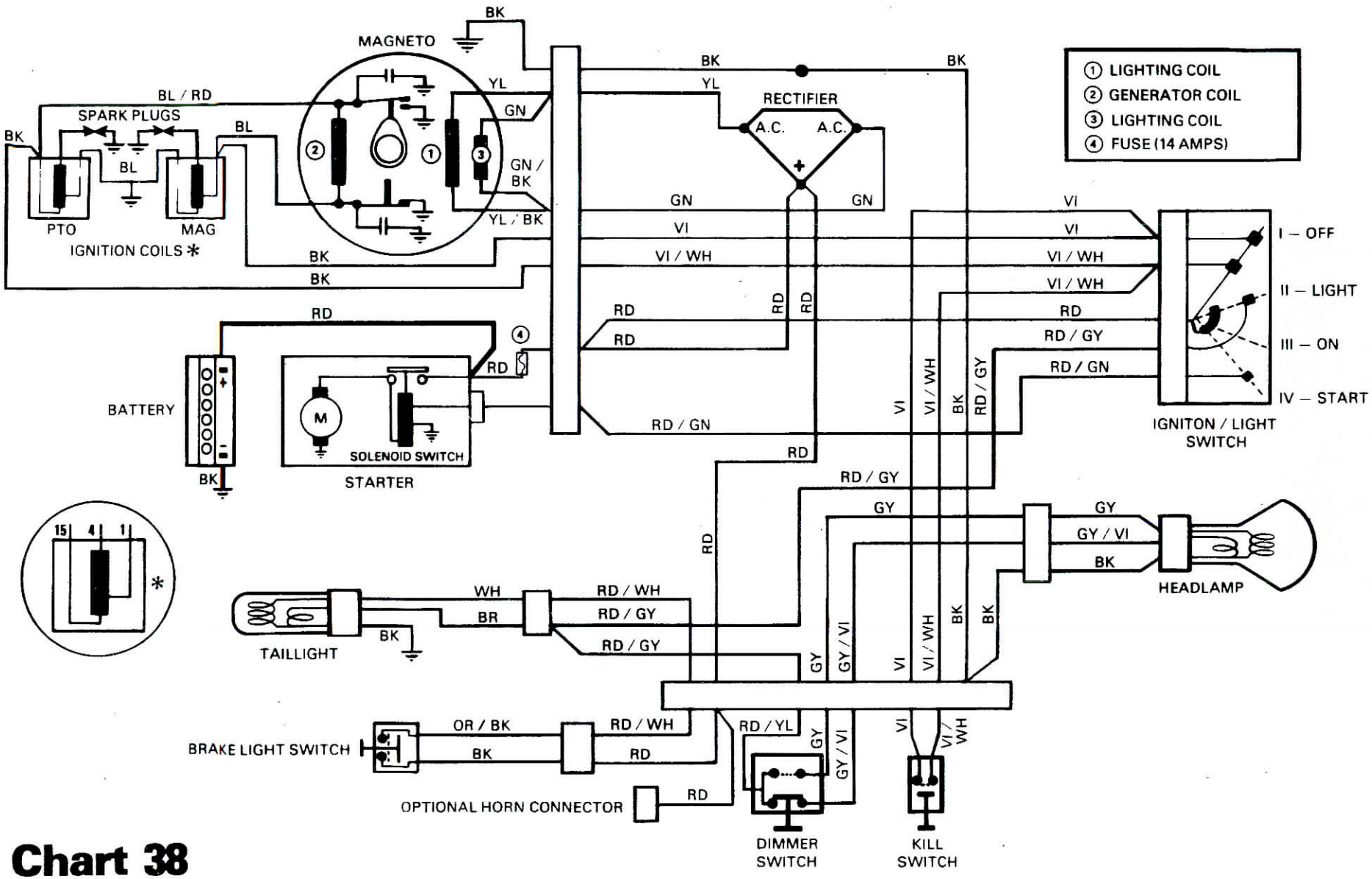
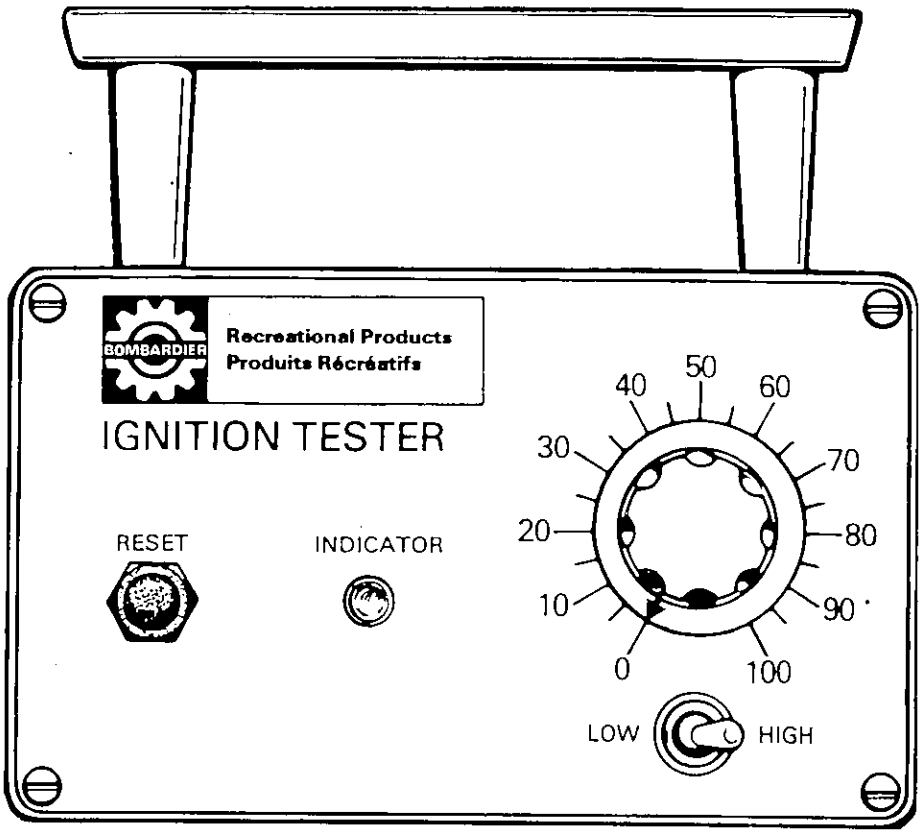

① LIGHTING COIL
② GENERATOR COIL
③ LIGHTING COIL
④ FUSE (14 AMPS)
MAGNETO
BK
YL
GN
GN / BK
YL / BK
BL / RD
SPARK PLUGS
BL
PTO
MAG
IGNITION COILS *
RECTIFIER
A.C.
A.C.
+
GN
VI
VI / WH
RD
RD / GY
RD / GN
I – OFF
II – LIGHT
III – ON
IV – START
IGNITON / LIGHT SWITCH
BATTERY
STARTER
SOLENOID SWITCH
M
HEADLAMP
GY
GY / VI
TAILLIGHT
WH
BR
RD / WH
BRAKE LIGHT SWITCH
OR / BK
OPTIONAL HORN CONNECTOR
RD / YL
DIMMER SWITCH
KILL SWITCH
15
4
1
*

Chart 38

BOMBARDIER IGNITION TESTER



GENERAL

The Bombardier ignition tester is an electrical energy measuring device capable of measuring the peak energy output of a coil.

The tester is of solid state construction and performs as a comparator. The correct value of energy output is indicated in each test and is then compared with the value taken from the engine being tested.

The energy output is verified by means of a 0-100 scale on the tester. The greater the energy output, the greater value indication on the scale. The indication is in the form of an incandescent lamp that lights when the scale knob is set at the position corresponding to the energy output.

The tester has two input ranges selected by a toggle switch. The LOW range is sensitive to AC or DC voltages from 0.5 to 27 volts. The HIGH range is sensitive to AC or DC voltages of from approximately 75 to 500 volts.

TEST CONDITION

All tests are performed on the vehicle at cranking speed. It would seem logical that removal of spark plugs would allow the engine to turn over faster, therefore raising the output level of the ignition system. It was found that vigorous cranking against compression causes the flywheel to snap over, raising the output higher than by cranking without compression. If output results are marginal, output can be measured with and without compression. Test values listed are taken against compression.
Always crank vigorously as in actual starting.

Read all instructions thoroughly and as you become familiar with this test instrument it will be possible to test a complete ignition system in a matter of minutes. Always proceed in the following order:

1. Connect tester P and N clip leads as illustrated.
2. Follow test procedure sequence.
3. After every test that lights the indicator lamp, reset the indicator circuit by depressing the reset button.

ANALYSIS OF TEST RESULTS

Indicator lamp lights at specific setting.

Output is as specified. Test results should repeat three times. If readings do not repeat, output is erratic and cause should be investigated (loose connections or components, etc.).

Indicator lamp lights at a lower setting.

This indicates that the output is less than that designed to operate the engine in a satisfactory manner. The engine may run at a lower setting, but be the subject to hard starting and misfire. Be certain that correct engine cranking conditions were met before condemning the ignition.

Indicator lamp does not light.

One component is defective. Proceed as instructed to find defective component.

Intermittent ignition problems

In dealing with intermittent problems there is no easy diagnosis. For example, problems that occur only at normal engine operating temperature have to be tested under similar conditions.

In most cases of temperature and / or vibration failure, only parts replacement can solve the problem as most of these failures return to normal when engine is not running.

Double trouble

There is always the possibility of more than one defective parts. If after a component has been replaced, the problem still persists, carefully repeat the complete test procedure to find the other defective part.

ANALYSER TEST AND MAINTENANCE

A test simulator is provided with each tester as a means to test the lamp, detector circuit, and batteries.

High scale test

a) Place switch in HIGH position. Plug the simulator into an electric outlet (117 VAC) for ten seconds.

CAUTION: After charging, do not touch plug terminals while pressing test button. A mild shock will result.

b) Remove the simulator from the outlet, and connect the "P" and "N" leads from the tester to the simulator as indicated on the button of the simulator.

c) Set the tester dial to 50, or below. Depress the button of the simulator. The indicator lamp on the tester should light.

NOTE: For each test performed by the simulator, it must be recharged.

Low scale test

a) Place switch in LOW position.

b) Set tester dial to 50, or below.

c) Connect **N** lead to negative terminal of 12 volt battery. Connect **P** lead to positive terminal of 12 volt battery: indicator lamp should light.

If lamp does not light, check tester batteries. If they are installed correctly and are good, check the clip leads for faulty connections. If no fault can be found, refer to the warranty statement for instructions for sending the tester back to Electro-Specialties, Inc.

Battery replacement

1. Remove the four (4) screws securing cover to case.
2. Carefully lift cover.
3. Replace batteries with size "C" Alkaline batteries. Be sure to observe polarity markings on battery holder or lamp will not light.
4. Install cover on case carefully being certain that no wires are pinched between cover and case. Secure cover.

NOTE: Weak batteries will not impair tester operation or calibration. The light will grow dim.

The ignition tester may give false readings if the rivets on the back cover come in contact with metal.

Indicator knob alignment

Check indicator knob alignment by turning knob fully clockwise. The white mark on the knob must align with no. 100 on the scale. If the marks does not line up with the no. 100, loosen the knob set screw, line the mark on the knob with no. 100, and tighten the set screw. Recheck alignment.

NOTE: If after adjustment, the knob is turned fully counter-clockwise and it does not exactly align with the 0, it is of no consequence.

TESTS INDEX

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ROTAX TWO CYLINDER ENGINE BREAKER POINTS IGNITION	Test no. 5:	Ignition coil output to spark plug	p. 5
	Test no. 6:	Ignition generator coil output	p. 5
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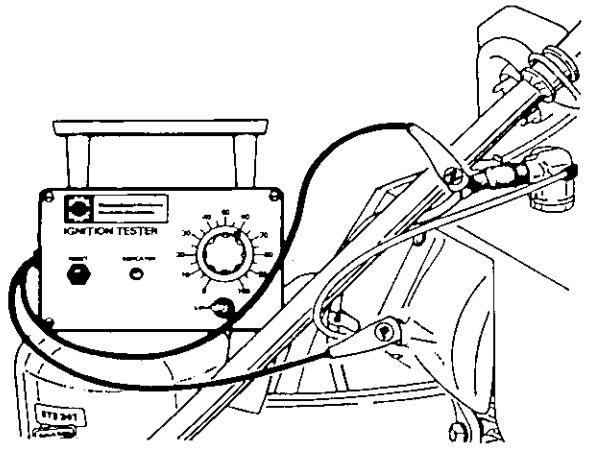
Test no. 1: Ignition coil output to spark plug

NOTE: To obtain accurate readings it is necessary to install a new correctly gapped spark plug. However, if test is performed on engine before spark plug is changed, a low or no tester reading could indicate a fouled or faulty spark plug . Replace spark plug by a new one and recheck.

1. Attach tester N lead over spark plug wire directly behind spark plug cap. Connect P lead to a good engine ground.



CAUTION: Never connect the tester lead directly to the inner metallic spark plug wire.

2. Set tester dial and switch as follows:

Engine type	Switch position	Dial	
		With suppressor cap	Without suppressor cap
247,302	LOW	60	45

3. Turn ignition key to ON, disable kill button circuit, then crank engine.

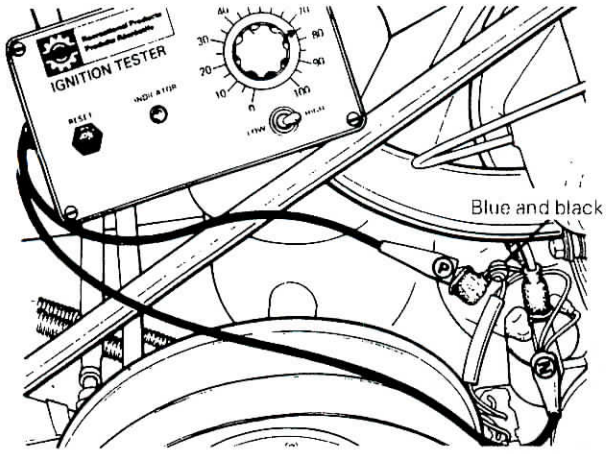
A. Indicator lamp lights: Ignition output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistent output.

B. Indicator lamp does not light: Ignition coil output is low or spark plug is faulty if test no. 2 is positive.

WARNING: Lift rear of vehicle off the ground while performing this test as the engine may start.

Test no. 2: Ignition generator coil output

1. Disconnect blue and black wires from terminal (15) of ignition coil.
2. Attach tester **P** lead to **blue** and **black** wires previously disconnected. Connect tester **N** lead to a good engine ground.



3. Set tester dial and switch as follows:

Engine type	Switch position	Dial
247, 302	HIGH	75

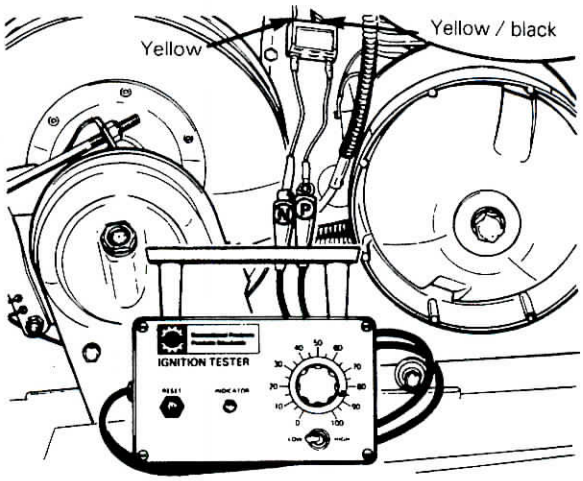
4. Turn ignition key to ON position, disable kill button circuit then crank engine.

A. Indicator lamp lights: Coil output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

B. Indicator lamp does not light: Coil output is below specifications. This could be caused by a faulty coil or breaker points. Check breaker points condition and adjustment, and correct as necessary. Repeat test. If lamp still does not light the coil is defective and should be replaced.

Test no. 3: Lighting coil output

1. Disconnect wiring harness junction block at engine.
2. Connect tester leads as illustrated using two (2) harness adaptors.



3. Set tester dial and switch as follows:

Engine type	Switch position	Dial
247, 302	LOW	85

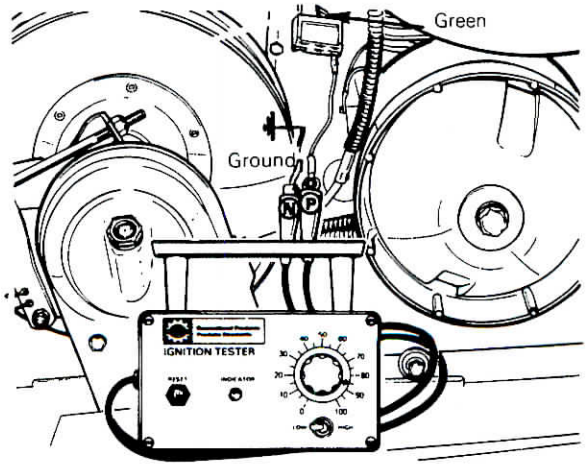
4. With ignition key to OFF position, crank engine.

A. Indicator lamp lights: Lighting coil output is up to specifications. Repeat test at least three (3) times to verify reading and consistency.

B. Indicator lamp does not light: Lighting coil is defective.

Test no. 4: Brake light coil output

1. Disconnect wiring harness junction block at engine.
2. Connect tester leads as illustrated using two (2) harness adaptors.



3. Set tester dial and switch as follows:

Engine type	Switch position	Dial
247, 302	LOW	85

4. With ignition key to OFF position, crank engine.

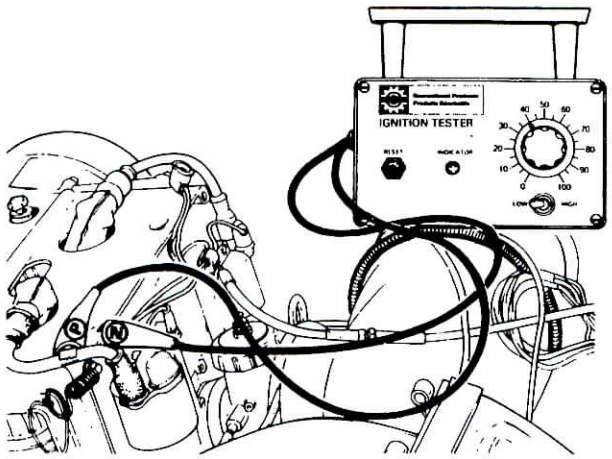
A. Indicator lamp lights: Brake light coil output is up to specifications. Repeat test at least three (3) times to verify reading and consistency.

B. Indicator lamp does not light: Brake light coil is defective.

Test no. 5: Ignition coil output to spark plug

NOTE: To obtain accurate readings it is necessary to install new, correctly gapped spark plugs. However, if test is performed on engine before spark plugs are changed, a low or no reading could indicate fouled or faulty spark plugs. Replace them by new ones and re-check.

1. Attach tester **P** lead over P.T.O. spark plug wire directly behind spark plug cap. Connect **N** lead to a good engine ground.



CAUTION: Never connect the tester lead directly to the inner metallic spark plug wire.

2. Set tester dial and switch as follows:

Engine type	Switch position	Dial	
		Without suppressor cap	With suppressor cap
248, 294, 305, 338, 343, 401, 402, 434, 440, 640, 346, 436	LOW	40	50

3. Turn ignition switch key to ON position, disable kill button circuit then crank engine.

A. Indicator lamp lights: Coil output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

B. Indicator lamp does not light: Coil output is low or spark plug is faulty if test no. 6 is positive.

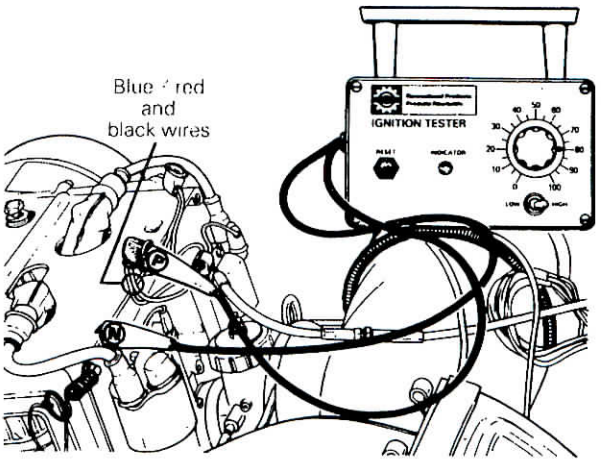
4. Repeat above procedure on other side.

WARNING: Lift rear of vehicle off the ground while performing this test as the engine may start.

Test no. 6: Ignition generator coil output

1. Disconnect blue / red and black wires from terminal (15) of P.T.O. side ignition coil. Disconnect the two blue wires from terminal (1) of magneto side ignition coil. Make sure that both connectors do not touch the engine (ground).

2. Connect tester **P** lead to **blue / red** and **black** wires previously disconnected. Connect **N** lead to a good engine ground.



3. Set tester switch and dial as follows:

Engine type	Year	Switch position	Dial
248, 294		HIGH	75
305, 343, 346, 436, 402, 440, 640	1975,76,77	HIGH	80
338, 401, 434		HIGH	70

4. Turn ignition key to ON position, disable cut-out button circuit then crank engine.

A. Indicator lamp lights: Generator coil output is up to specifications. Repeat test at least three (3) times to verify reading and consistency.

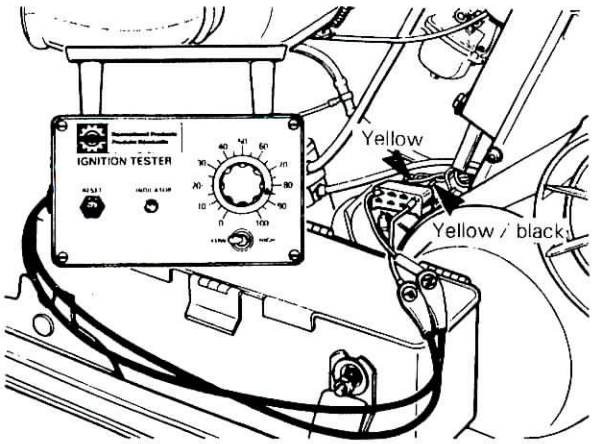
B. Indicator lamp does not light: Generator coil output is below specifications. This could be caused either by a faulty coil or breaker points.

5. Repeat test with other side (**blue** wires). If test indicates good on magneto side wire, but not on the other, suspect faulty breaker points. If test indicates no output on either side, suspect either faulty generator coil or breaker points.

Test no. 7: Lighting coil output

NOTE: In some engine types covered by this test an additional lighting coil is connected in parallel with the main lighting coil, in this case, the test will determine if the whole assembly is working right or not. If test result appears to be negative, the electrical resistance of each component must be checked separately. (Refer to Technical Data 08, 05-03).

1. Disconnect wiring harness junction block at engine.
2. Connect tester leads as illustrated using two (2) harness adaptors.



3. Set tester dial and switch as follows:

Engine type	Year	Switch position	Dial
248, 294		LOW	80
305, 343, 402, 440, 640, 346, 436	1975-76-77	LOW	85

4. With ignition key to OFF position crank engine.

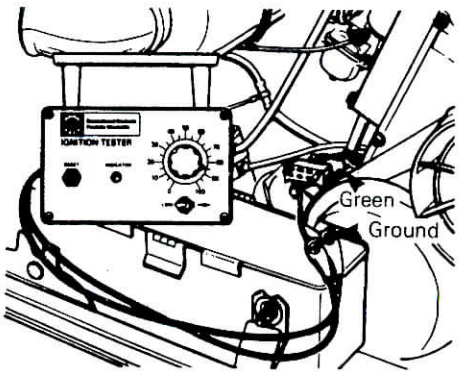
A. Indicator lamp lights: Lighting coil output is up to specifications. Repeat test at least three (3) times to verify reading and consistency.

B. Indicator lamp does not light: Lighting coil is defective.

Test no. 8: Brake light coil output

NOTE: This test is applicable to engine types 338 & 401 (1974) and 434 (1974-75).

1. Disconnect wiring harness junction block at engine.
2. Connect tester leads as illustrated using two (2) harness adaptors.



3. Set tester dial and switch as follows:

Engine type	Year	Switch position	Dial
338, 401	1974	LOW	85
434	1974-75		

4. With ignition key to OFF position crank engine.

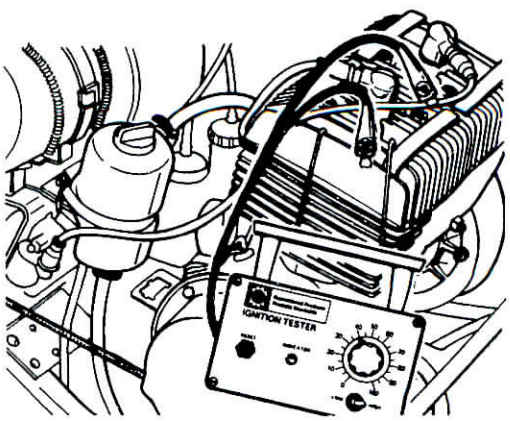
A. Indicator lamp lights: Brake light coil output is up to specifications. Repeat test at least three (3) times to verify reading and consistency.

B. Indicator lamp does not light: Brake light coil is defective.

Test no. 9: CD box output to spark plug

NOTE: To obtain accurate readings it is necessary to install new, correctly gapped spark plugs. However, if test is performed on engine before spark plugs are changed, a low or no reading could indicate fouled or faulty spark plugs. Replace them by new ones and re-check.

1. Attach tester **P** lead over P.T.O. spark plug wire directly behind spark plug cap Connect **N** lead to a good engine ground.



▼ CAUTION: Never connect the tester lead directly to the inner metallic spark plug wire.

2. Set tester switch and dial as follows:

Engine type	Switch position	Dial	
		With suppressor cap	Without suppressor cap
245, 345, 346, 396, 436, 440, 640	LOW	40	20

3. Turn ignition switch key to ON position, disable kill button circuit then crank engine.

A. Indicator lamp lights: CD box output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

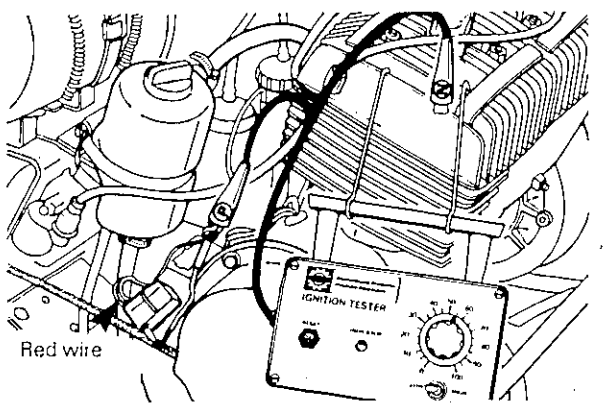
B. Indicator lamp does not light: If ignition generator coil and trigger coil test (no. 10, 11, 12) are positive, CD box output is low or spark plug is faulty.

◆ WARNING: Lift rear of vehicle off the ground while performing this test as the engine may start.

4. Repeat above procedure on other side.

Test no. 10: Ignition generator coil output

1. Disconnect wire connector from C.D.I. electronic box.
2. Using one (1) harness adaptor, connect tester P test lead to red wire of connector removed from C.D.I. electronic box. Connect N test lead to ground (engine); do not use brown wire as ground.



3. Set tester switch and dial as follows:

Engine type	Switch position	Dial
2435, 345, 346, 396, 436, 440, 640	HIGH	55

4. Turn ignition key to ON position, disable cut-out button circuit then crank engine.

A. Indicator lamp lights: Charging coil output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

B. Indicator lamp does not light: If trigger coil test (no. 11 or 12) is positive, the problem is a faulty ignition generator coil.

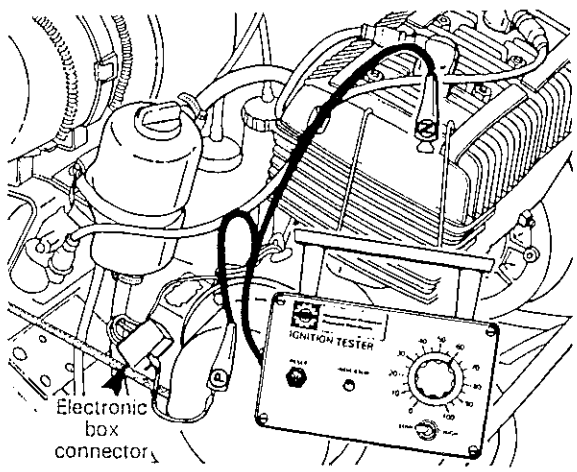
◆ WARNING: Do not touch tester P lead clip while cranking the engine. Also make sure that tester P lead clip does not contact any metallic object.

Test no. 11: Trigger coil output (all engine types except 640)

1. Connect tester leads as follows:

– Connect tester P lead, as illustrated, to wire coming from P.T.O. side trigger at connector removed from C.D.I. electronic box. Use one (1) harness adaptor.

– Connect tester N lead to a good engine ground.



2. Set tester switch and dial as follows:

Engine type	Switch position	Dial
245, 345, 346, 396, 436, 440	LOW	60

3. Turn ignition key to ON position, disable cut-out button circuit then crank engine.

A. Indicator lamp lights: Trigger coil output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

B. Indicator lamp does not light: The problem is a faulty trigger coil.

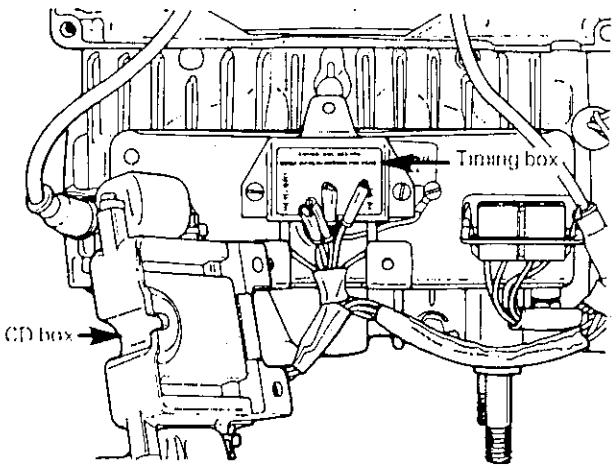
NOTE: If not output is indicated on trigger coil, carefully inspect the trigger ground connection wire connected to C.D.I. electronic box retaining screw. Clean and tighten connection then repeat test.

4. Connect tester leads to opposite trigger as follows:

- Connect tester P lead to wire leading from mag side trigger.
- Leave tester N lead connected to a good engine ground.

Test no. 12: Trigger coil output (640 engine type)

1. Disconnect wire connector from C.D.I. electronic box, remove the C.D.I. electronic box from its bracket then disconnect the four (4) wires (violet, black / violet, black / yellow, violet / yellow) fitted with clear insulating sleeve from the timing box.

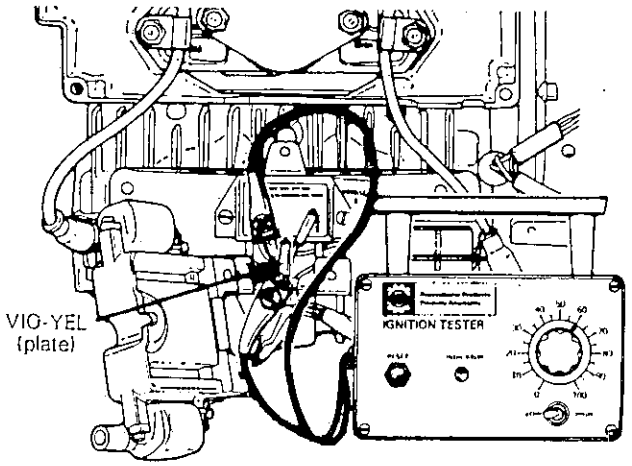


Connect tester leads as follows:

Connect tester P lead, as illustrated, to violet / yellow wire removed from timing box terminal marked Vio-Yel (plate).

NOTE: There are two (2) violet / yellow wires connected to the timing box; use the one with a clear plastic insulator.

- Connect tester N lead to black / yellow wire removed from timing box.



2. Set tester switch and dial as follows:

Engine type	Switch position	Dial
640	LOW	60

3. Turn ignition key to ON position, disable cut-out button circuit then crank engine.

A. **Indicator lamp lights:** Trigger coil output is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

B. **Indicator lamp does not light:** The problem is a faulty trigger coil.

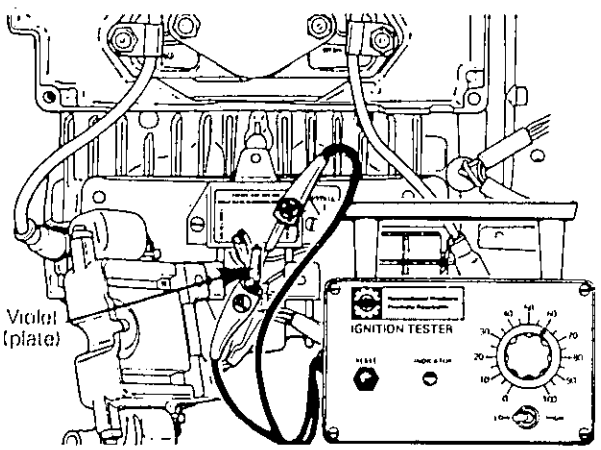
If above test indicates correct trigger coils output and ignition is unsatisfactory test timing box.

Timing box test

1. Connect tester P lead, as illustrated, to violet wire removed from timing box terminal marked Vio (plate).

NOTE: There are two violet wires connected to the timing box; use the one with a clear plastic insulator.

– Connect N lead to black / violet wire removed from timing box.



2. Turn ignition key to ON position, disable cut-out button circuit then crank engine.

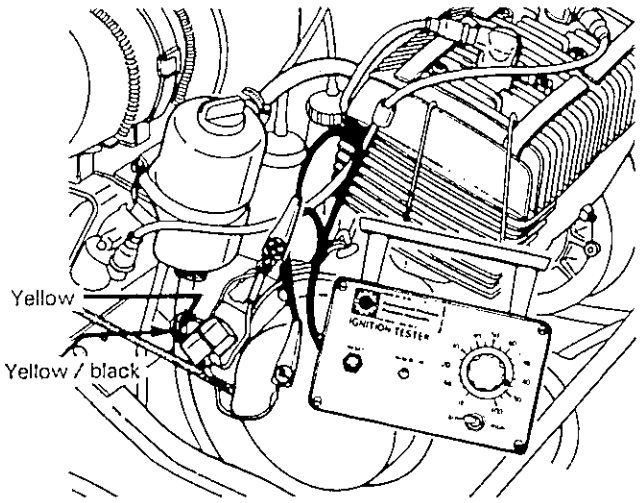
A. Indicator lamp lights: Timing box is up to specifications. Repeat test at least three (3) times to verify reading and check for consistency.

B. Indicator lamp does not light: The problem is a faulty timing box.

Test no. 13: Lighting oil output

NOTE: In some engine types covered by this test an additional lighting coil is connected in parallel with the main lighting coil, in this case the test will determine if the whole assembly is working right or not. If test result appears to be negative, the electrical resistance of each component must be checked separately. (Refer to Technical Data 08, 05-02).

1. Disconnected wiring harness junction block at engine.
2. Connect tester leads as illustrated using two (2) harness adaptors.



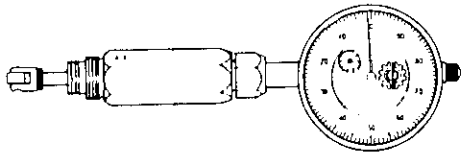
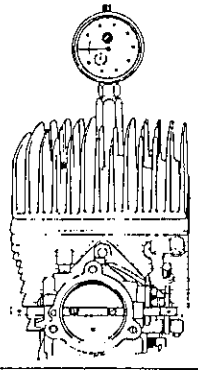
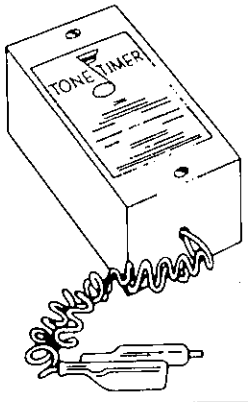
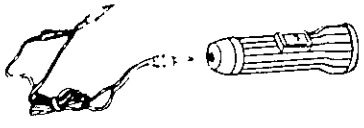
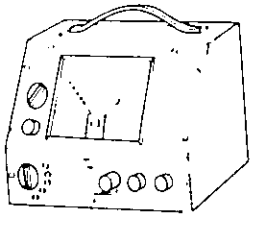
3. Set tester dial and switch as follows:

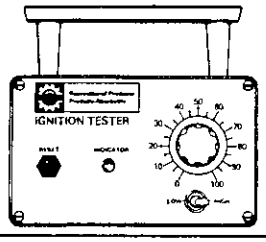
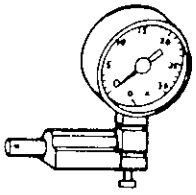
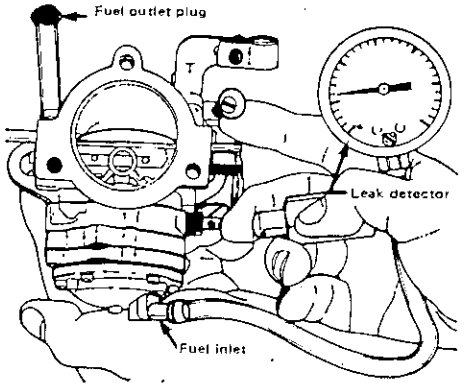
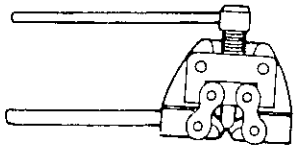
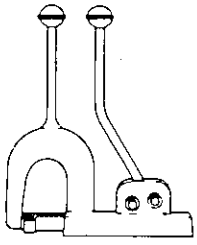
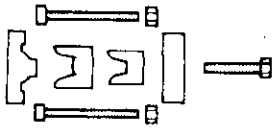
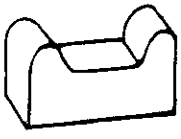
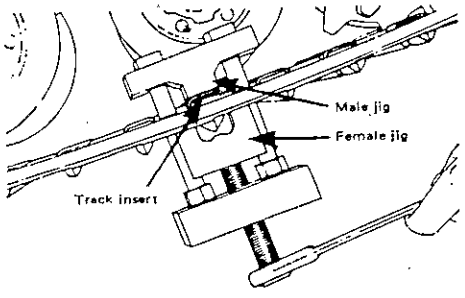
Engine type	Switch position	Dial
245, 345, 346, 396, 436, 440, 640	LOW	85

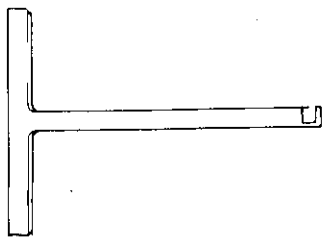
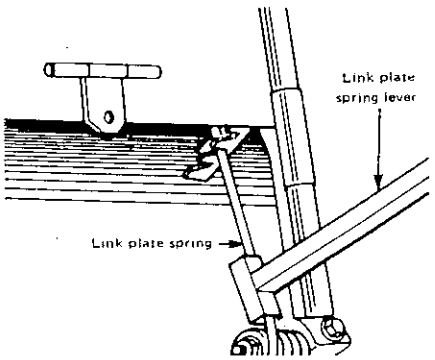
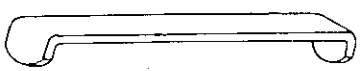
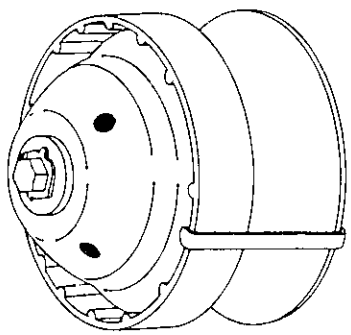
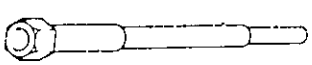
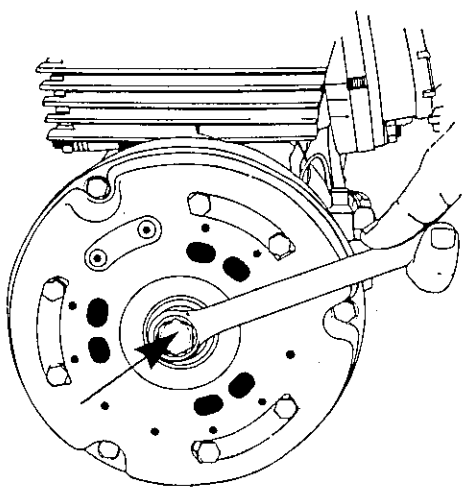
4. With ignition key to OFF position, crank engine.

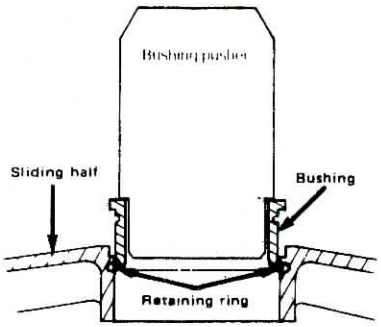
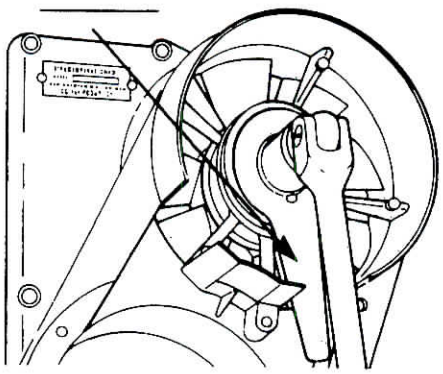
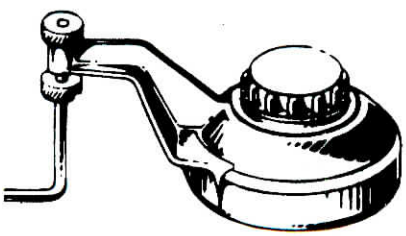
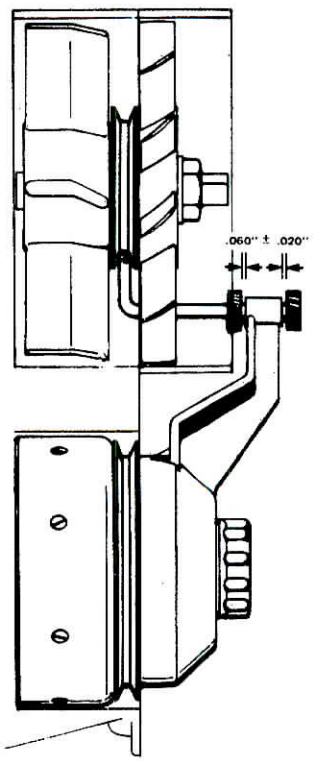
A. Indicator lamp lights: Lighting coil output is up to specifications. Repeat test at least three (3) times to verify reading and consistency.

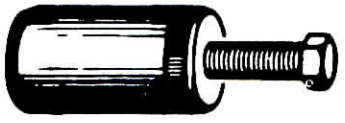
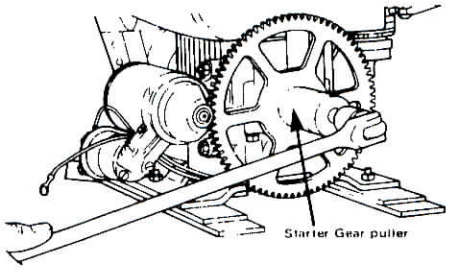
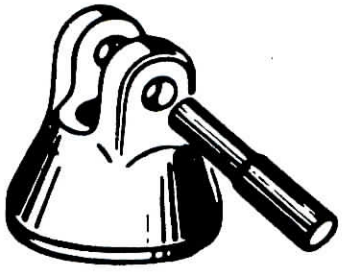
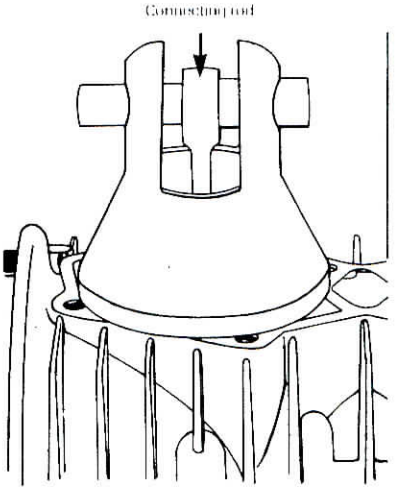
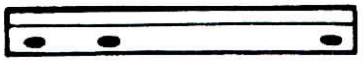
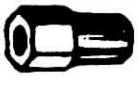
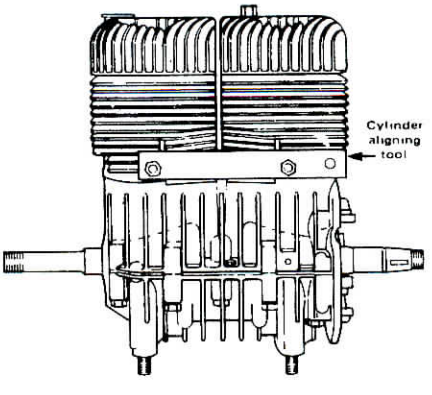
B. Indicator lamp does not light: Lighting coil is defective.

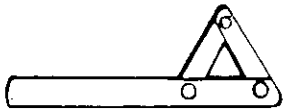
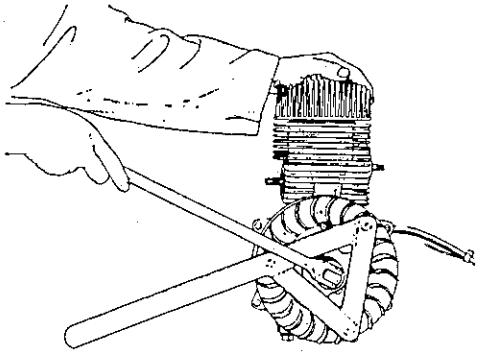
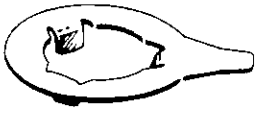
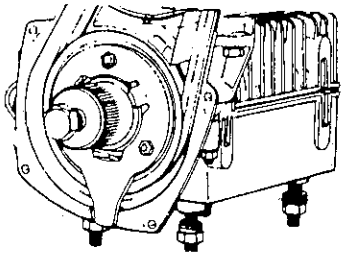
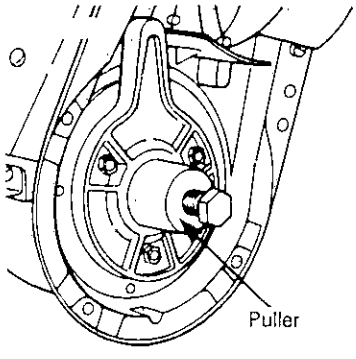
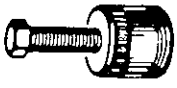
ITEM	USE	APPLICABLE TO
Dial Indicator (T.D.C. gauge) 	Engime timing, to determine T.D.C. 	All Engine types.
Tone Timer 	Engine timing (static)	All Engine types.
Circuit Tester (continuity light) 	Engine timing (static). Continuity tests.	All Engine types.
Magneto Ignition Analyser (Motc O Tronic) 	Engine electrical components tests.	All Engine types.

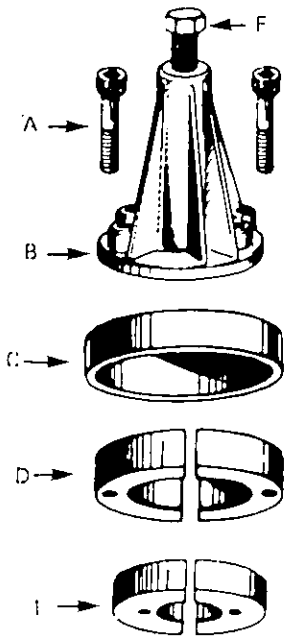
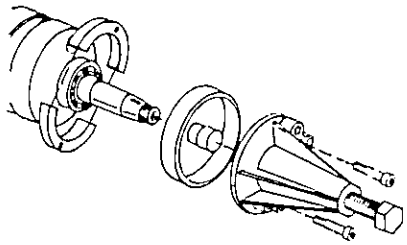
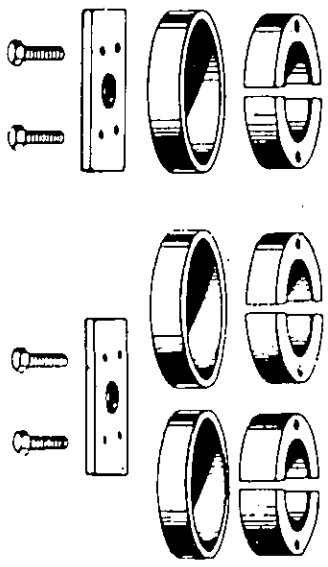
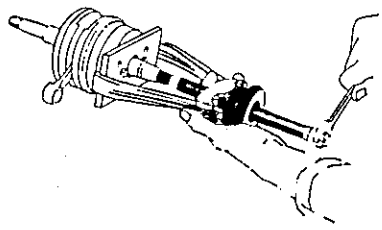
Bombardier Ignition Tester 	Engine electrical components tests.	All engine types.
Carburetor Leak Detector 		All Tillotson carburetors.
Chain Breaking Tool 		All types of chain.
Track Insert Installer  Heavy Duty  Insert Block 		All types of track.

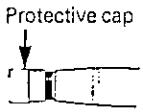
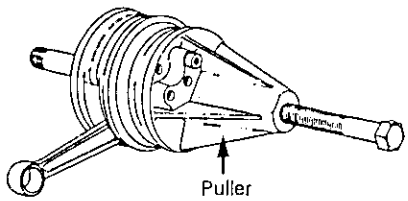
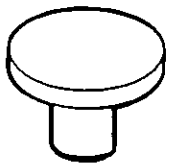
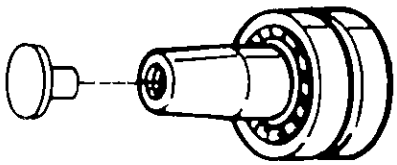
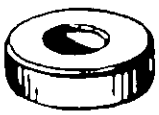
Link Plate Spring Lever 		All models with link plate springs.
Drive Pulley Retainer 	For indexation of governor cup. 	Square shaft drive pulley.
Drive Pulley Puller 	To remove drive pulley from crankshaft. 	Taper shaft engines.

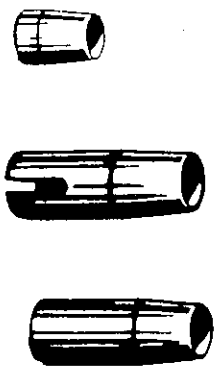
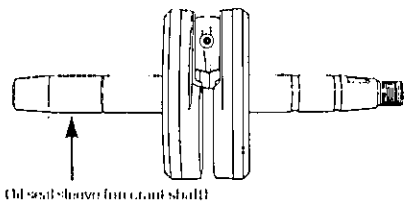
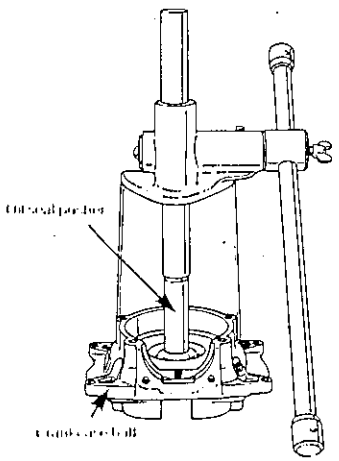
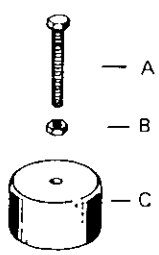
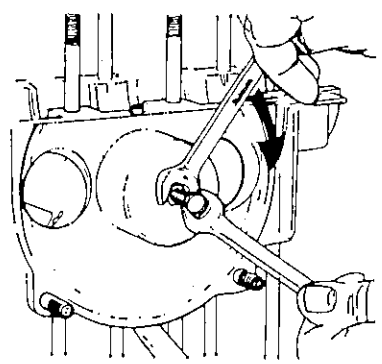
Bushing Pusher 	To install bushing in sliding half. 	High performance drive pulley.
Fan Holder 		Twin cylinders.
Fan Pulley Aligning Tool 		248-249-294 engine types.

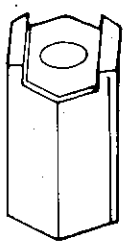
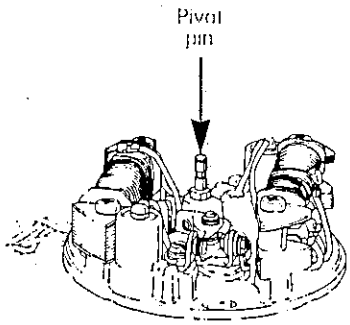
Starter Gear Puller 		Twin cylinders electric start engines.
Connecting Rod Holder 		All single cylinder models, 370 engine type.
Cylinder Aligning Tool  		Twin cylinders engine types.

Magneto Housing Holder. 		Single cylinder engine types.
		Twin cylinders engine types.
		Twin cylinders engine types.
Bearing puller. 	To remove magneto ring from engine.	All engines.

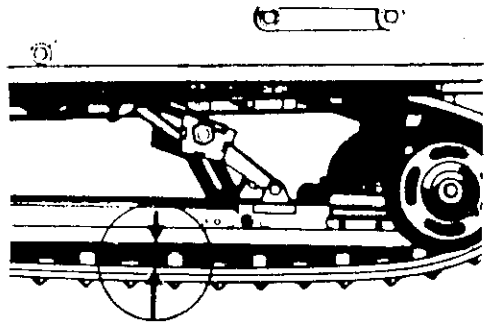
Bearing Puller  A) Ring Screw B) Puller C) Ring for puller D) Ring half for ball bearing E) Ring half for roller bearing F) Puller Screw		All engine types.
Bearing Puller 		All engine types (old).

Protection Cap 	Protect crankshaft end, when using bearing puller.  	All engine types.
Protection End Cap 	To protect crankshaft end, when using bearing puller. 	All taper shaft engine type.
Bearing Simulator 	When adjusting crankshaft play.	All engine types.

Oil Seal Sleeve 	To avoid oil seal damage during crankshaft installation. 	All single cylinder engine types and 370 type.
Oil Seal Pusher 		All single cylinder engine type and 370 type.
Rotary valve shaft puller 	To remove rotary valve shaft assembly from crankcase. 	RV engines.

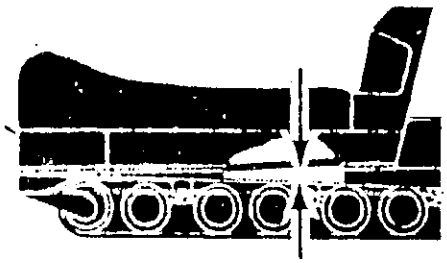
Armature plate contact set pivot pin remover (socket) 	To remove contact set, pivot pin from armature plate 	All engine types using breaker point type ignition.

TRACK TENSION SPECIFICATIONS (TORQUE REACTION SLIDE)



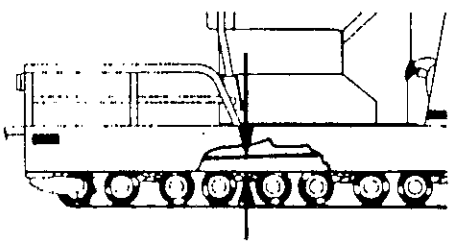
		1974	1975	1976	1977
OLYMPIQUE	340, 340E		10-13 mm (⅜ -½ '')	10-13 mm (⅜ -½ '')	10-13 mm (⅜ -½ '')
	Plus (440)			10-13 mm (⅜ -½ '')	
	440				10-13 mm (⅜ -½ '')
EVEREST	340, 340E				19 mm (¾ '')
	440, 440E	19 mm (¾ '')	19 mm (¾ '')	19 mm (¾ '')	19 mm (¾ '')
T'NT F / C	340, 340E	19 mm (¾ '')	19 mm (¾ '')	19 mm (¾ '')	
	440, 440E	19 mm (¾ '')	19 mm (¾ '')		
T'NT F / A	340, 440		19 mm (¾ '')		
T'NT	340, 440				19 mm (¾ '')
T'NT R / V	250		19 mm (¾ '')	19 mm (¾ '')	
	340			19 mm (¾ '')	19 mm (¾ '')

TRACK TENSION SPECIFICATIONS (BOGIE WHEEL SYSTEM)



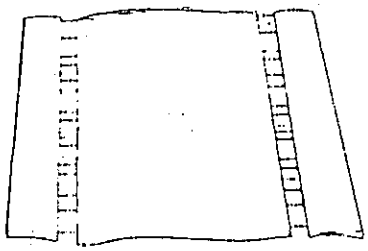
		1974	1975	1976	1977
ELAN	250 F, E	35 mm (1 3/8 ")			
	250	35 mm (1 3/8 ")	35 mm (1 3/8 ")	35 mm (1 3/8 ")	35 mm (1 3/8 ")
	250 Deluxe	35 mm (1 3/8 ")	35 mm (1 3/8 ")	35 mm (1 3/8 ")	35 mm (1 3/8 ")
OLYMPIQUE	300 Mono	57 mm (2¼ ")	57 mm (2¼ ")	57 mm (2¼ ")	57 mm (2¼ ")
	300 Twin			57 mm (2¼ ")	57 mm (2¼ ")
	340, 400, 440	57 mm (2¼ ")			
NORDIC	640ER	57 mm (2¼ ")			
ELITE	440ER	*57 mm (2¼ ")	*57 mm (2¼ ")		
ALPINE	440ER	*57 mm (2¼ ")			
	640ER	*57 mm (2¼ ")	*57 mm (2¼ ")	*57 mm (2¼ ")	*57 mm (2¼ ")

*Between top inside edge of track and center of bogie wheel set retaining bolt.

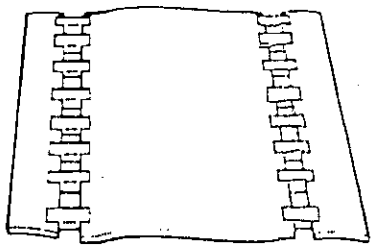


TRACK SPECIFICATIONS

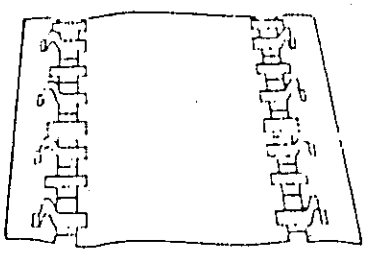
CLEAT AND GUIDE ARRANGEMENT



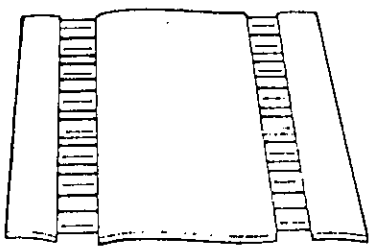
TYPE 1: Narrow insert.



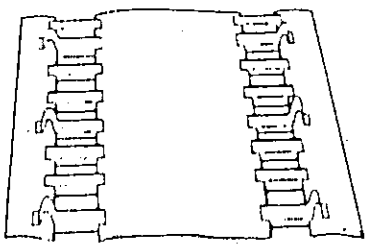
TYPE 2: Narrow insert with shoulder.



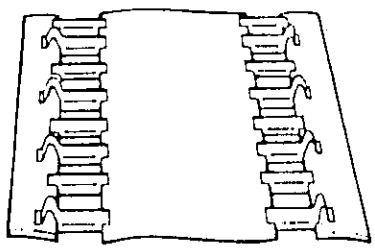
TYPE 3: Narrow guide with shoulder.



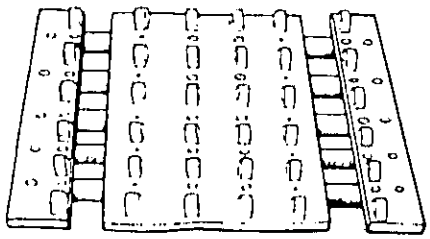
TYPE 4: Wide insert (large track hole).



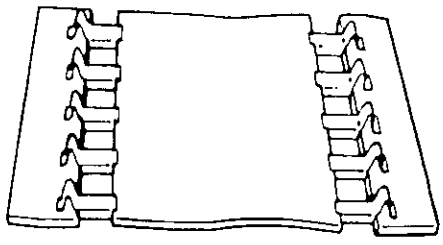
TYPE 5: Wide guide (large track hole).



TYPE 6: Wide guide (large track hole).



TYPE 7: Internal drive metal link.



TYPE 8: Narrow guide with shoulder.

1974 TRACK SPECIFICATIONS

MODEL		TYPE OF TRACK	
ELAN	250, 250E, 250 Deluxe 294SS	TYPE 1: TYPE 2:	Narrow insert. Narrow insert with shoulder.
OLYMPIQUE	(Bogie) (Slide)	TYPE 1: TYPE 2:	Narrow insert. Narrow insert with shoulder.
NORDIC	640ER	TYPE 4:	Wide insert (large track hole).
T'NT	F / C 300, 340, 440 EVEREST 440 F / A 340, 400, 440	TYPE 6: TYPE 5: TYPE 3:	Wide guide (large track hole). Wide guide (large track hole). Narrow guide with shoulder.
ELITE	440ER	TYPE 1:	Narrow insert.
ALPINE	440ER, 640ER	TYPE 1:	Narrow insert.

1975 TRACK SPECIFICATIONS

MODEL		TYPE OF TRACK	
ELAN	250, 250 Deluxe 300SS	TYPE 1: TYPE 2:	Narrow insert. Narrow insert with shoulder.
OLYMPIQUE	300, 300E Twin 340, 340E	TYPE 1: TYPE 5:	Narrow insert. Wide guide (large track hole).
T'NT	F / C 340, 440 EVEREST 440 F / A 340, 440 R / V 245	TYPE 6: TYPE 5: TYPE 3: TYPE 7:	Wide guide (large track hole). Wide guide (large track hole). Narrow guide with shoulder. Internal drive metal link.
ALPINE	640ER	TYPE 1:	Narrow insert.
ELITE	440ER	TYPE 1:	Narrow insert.

1976 TRACK SPECIFICATIONS

MODEL		TYPE OF TRACK	
ELAN	250, 250 Deluxe	TYPE 1:	Narrow insert.
OLYMPIQUE	300 Mono, Twin	TYPE 1:	Narrow insert.
	340, 440 (Plus)	TYPE 5:	Wide guide (large track hole).
T'NT F / C	340	TYPE 5:	Wide guide (large track hole).
EVEREST	440	TYPE 5:	Wide guide (large track hole).
T'NT R / V	250, 340	TYPE 8:	Narrow guide with shoulder.
ALPINE	640ER	TYPE 1:	Narrow insert.

1977 TRACK SPECIFICATIONS

MODEL		TYPE OF TRACK	
ELAN	250, 250 Deluxe	TYPE 1:	Narrow insert.
OLYMPIQUE	300 Mono, Twin	TYPE 1:	Narrow insert.
	340	TYPE 5:	Wide guide (large track hole).
	440	TYPE 6:	Wide guide (large track hole).
EVEREST	340, 440	TYPE 5:	Wide guide (large track hole).
T'NT	340, 440	TYPE 3:	Narrow guide with shoulder.
R / V	340	TYPE 3:	Narrow guide with shoulder.
ALPINE	640ER	TYPE 1:	Narrow insert.

		1974	WIDTH	1975	WIDTH	1976	WIDTH	1977	WIDTH
ELAN	250	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")
	250, 250 Twin	570 0411	30 mm (1 3/16")						
	250 Deluxe	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")
	294SS	570 0411	30 mm (1 3/16")						
	300SS			570 0411	30 mm (1 3/16")				
OLYMPIQUE	300 Twin	570 0411	30 mm (1 3/16")	570 0414	30 mm (1 3/16")	414 2327	33 mm (1 5/16")	414 2327	33 mm (1 5/16")
	300E Twin			570 0414	30 mm (1 3/16")	414 2327	33 mm (1 5/16")		
	300 Mono					570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")
	340, 340E	570 0411	30 mm (1 3/16")	570 0414	30 mm (1 3/16")	414 2327	33 mm (1 5/16")	414 2327	33 mm (1 5/16")
	400, 400E	570 0411	30 mm (1 3/16")						
	440	570 0411	30 mm (1 3/16")			414 2417	33 mm (1 5/16")	414 2327	33 mm (1 5/16")
	Plus (440)					570 0414	30 mm (1 3/16")		
T'NT	300SM	570 0411	30 mm (1 3/16")						
	340SM, SE	570 0411	30 mm (1 3/16")	570 0411	30 mm (1 3/16")				
	340, 340E					414 2327	33 mm (1 5/16")		
	440SM, SE	570 0414	30 mm (1 3/16")	570 0414	30 mm (1 3/16")				
T'NT	340 F / A							414 2327	33 mm (1 5/16")
	440 F / A							414 2417	33 mm (1 5/16")
	440 F / C							414 2417	33 mm (1 5/16")
EVEREST	340							414 2327	33 mm (1 5/16")
	440SL	570 0414	30 mm (1 3/16")	570 0414	30 mm (1 3/16")				
	440					414 2417	33 mm (1 5/16")	414 2417	33 mm (1 5/16")
	440E			570 0414	30 mm (1 3/16")	414 2417	33 mm (1 5/16")		
NORDIC	640ER	570 0414	30 mm (1 3/16")						
ALPINE	440ER	570 0411	30 mm (1 3/16")						
	640ER	570 0414	30 mm (1 3/16")	570 0414	30 mm (1 3/16")	414 2277	33 mm (1 5/16")	414 2277	33 mm (1 5/16")
ELITE	440ER	570 0414	30 mm (1 3/16")	570 0414	30 mm (1 3/16")				
T'NT F / A	340, 440	414 1884	30 mm (1 3/16")	414 1884	30 mm (1 3/16")				
	400	414 1884	30 mm (1 3/16")						
R / V	250			414 2277	33 mm (1 5/16")	414 2277	33 mm (1 5/16")		
	340					414 2277	33 mm (1 5/16")	414 2277	33 mm (1 5/16")

		PULLEY TYPE	COUNTERWEIGHT IDENTIFICATION	SPRING NUMBER	SPRING COLOR	SPRING LENGTH mm (inch) ± 1.5	(.060")	RETAINING BOLT TORQUE kg-m	(ft-lbs)
ELAN	250, 250E	R.R.S.	E-4	504 2129	Bronze	81.3	(3.200)	*5.1-7.5	(37-54)
	250 Deluxe	R.R.S.	D-4	414 1623	Blue	77.7	(3.060)	*5.1-7.5	(37-54)
	294SS	R.S.S. (L.C.)	B-1-K	414 1995	Yellow	100.1	(3.940)	*11.5-12.7	(83-92)
OLYMPIQUE	All models	P.L.	No hole	414 0013	Black	76.2	(3.0)	*5.1-7.5	(37-54)
T'NT	300SM	R.S.S. (L.C.)	B-1-K	414 1995	Yellow	100.1	(3.940)	*11.5-12.7	(83-92)
	340SM, SE	R.S.S. (L.C.)	C-3-L	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)
	440SM, SE	R.S.S. (L.C.)	C-4-L	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)
	EVEREST	R.S.S. (L.C.)	C-4-L	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)
T'NT F/A	340	H.P.	A-8	414 1572	White	101.6	(4.0)	**8-9.4	(58-68)
	400, 440	H.P.	A-9	414 1572	White	101.6	(4.0)	**8-9.4	(58-68)
NORDIC	640ER	R.S.S. (L.C.)	C-8	414 1966	Pink	122.2	(4.810)	*11.5-12.7	(83-92)
ALPINE	440ER	P.L.	1 rivet, 1 washer	414 1587	Brown	77.7	(3.060)	*5.1-7.5	(37-54)
	640ER	P.L.	1 rivet, 3 washers	414 1587	Brown	77.7	(3.060)	*5.1-7.5	(37-54)
ELITE	440ER	R.S.S. (L.C.)	C-8-M	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)

H.P.: High Performance
P.L.: Pressure Lever
R.R.S.: Roller Round Shaft
R.S.S.: Roller Square Shaft
(L.C.): Large Center

* Torque retaining bolt to specification then loosen and retorque to specific value.

** After bolt is torqued, start engine and repeatedly apply throttle and brake. Stop engine and retorque.

		PULLEY TYPE	COUNTERWEIGHT IDENTIFICATION	SPRING NUMBER	SPRING COLOR	SPRING LENGTH mm (inch) ± 1.5 (.060")		RETAINING BOLT TORQUE kg-m	(ft-lbs)
ELAN	250	R.R.S.	E-4	504 2129	Bronze	81.3	(3.200)	*5.1- 7.5	(37-54)
	250 Deluxe, 300SS	R.S.S. (L.C.)	B-1-K	414 1995	Yellow	99.8	(3.930)	*11.5-12.7	(83-92)
OLYMPIQUE	300, 340	R.S.S. (I.C.)	C-3-L	414 2239	Yellow (cut)	88.9	(3.500)	*11.5-12.7	(83-92)
T'NT F / C	340	R.S.S. (L.C.)	C-3-L	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)
T'NT F / C	340	R.S.S. (I.C.)	C-3-L	414 2239	Yellow (cut)	88.9	(3.500)	*11.5-12.7	(83-92)
T'NT F / C	440	R.S.S (L.C.)	C-4-L	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)
T'NT F / C	440	R.S.S. (I.C.)	C-4-L	414 2235	Black (cut)	104.6	(4.120)	*11.5-12.7	(83-92)
EVEREST	440	R.S.S. (I.C.)	C-4-L	414 2235	Black (cut)	104.6	(4.120)	*11.5-12.7	(83-92)
T'NT F / A	340	H.P.	B	414 1572	White	101.6	(4.0)	**8- 9.4	(58-68)
	440	H P.	A	414 1572	White	101.6	(4.0)	**8- 9.4	(58-68)
T'NT	245 RV	▼ R.S.S. (S.C.)	A-3	414 2328	Gold	74.4	(2.930)	**8- 9.4	(58-68)
ALPINE 640ER	Series 000 3307	R.S.S. (L.C.)	C-8	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)
	Series 000 3308	R.S.S. (I.C.)	C-8	414 2235	Black (cut)	104.6	(4.120)	*11.5-12.7	(83-92)
ELITE	440ER	R.S.S. (L.C.)	C-8-M	414 1967	Light blue	118.9	(4.680)	*11.5-12.7	(83-92)

H.P.: High Performance
R.R.S.: Roller Round Shaft
R.S.S.: Roller Square Shaft
(S.C.): Small Center
(I.C.): Intermediate Center
(L.C.): Large Center
▼: Hub Plug with Wear pads
* Torque retaining bolt to specification then loosen and retorque to specific value.
** After bolt is torqued, start engine and repeatedly apply throttle and brake. Stop engine and retorque.

		PULLEY TYPE	COUNTERWEIGHT IDENTIFICATION	SPRING NUMBER	SPRING COLOR	SPRING LENGTH mm (inch) ± 1.5 (.060")		RETAINING BOLT TORQUE kg-m	(ft-lbs)
ELAN	250	R.R.S.	E-4	504 2129	Bronze	81.3	(3.200)	*5.1- 7.5	(37-54)
	250 Deluxe	R.R.S.	D-2	414 1623	Blue	77.7	(3.060)	*5.1- 7.5	(37-54)
OLYMPIQUE	300 Mono	P.L.	Full flyweight	414 1587	Brown	77.7	(3.060)	*5.1- 7.5	(37-54)
	300 Twin, 340	◆ R.S.S. (S.C.)	C-3-L	414 1967	Light blue	118.9	(4.680)	**8 - 9.4	(58-68)
	Plus (440)	R.S.S. (I.C.)	C-8-M	414 2235	Black (cut)	104.6	(4.120)	*11.5-12.7	(83-92)
T'NT	340	◆ R.S.S. (S.C.)	C-3-L	414 1967	Light blue	118.9	(4.680)	**8 - 9.4	(58-68)
EVEREST	440	◆ R.S.S. (S.C.)	C-4-L	414 1966	Pink	122.2	(4.810)	**8 - 9.4	(58-68)
T'NT R / V	250	◆ R.S.S. (S.C.)	A-2	414 2328	Gold	74.4	(2.930)	**8 - 9.4	(58-68)
	340	◆ R.S.S. (S.C.)	A-3	414 2610	Purple	73.6	(2.900)	**8 - 9.4	(58-68)
ALPINE	640ER	R.S.S. (bearing)	C-8 double	414 1966	Pink	122.2	(4.810)	*11.5-12.7	(83-92)

P.L.: Pressure Lever
R.R.S.: Roller Square Shaft
R.S.S.: Roller Square Shaft
(S.C.): Small Center
(I.C.): Intermediate Center
(Bearing): With Bearing

◆ Hub Plug with "Duralon" Bushing.

* Torque retaining bolt to specification then loosen and retorque to specific value.

** After bolt is torqued, start engine and repeatedly apply throttle and brake. Stop engine and retorque.

		PULLEY TYPE	COUNTERWEIGHT IDENTIFICATION	SPRING NUMBER	SPRING COLOR	SPRING LENGTH mm (inch) ±1.5 (.060")		RETAINING BOLT TORQUE kg-m	(ft-lbs)
ELAN	250	R.R.S.	E-4	414 2580	Bronze	81.3	(3.200)	*5.1- 7.5	(37-54)
	250 Deluxe	R.R.S.	D-2	414 2581	Blue	77.7	(3.060)	*5.1- 7.5	(37-54)
OLYMPIQUE	300 Mono	R.R.S.	E-4	414 2581	Blue	77.7	(3.060)	*5.1- 7.5	(37-54)
	300 Twin, 340	◆ R.S.S.	C-3-L	414 1967	Light blue	118.9	(4.680)	**8 - 9.4	(58-68)
	440	◆ R.S.S.	C-8-M	414 1967	Light blue	118.9	(4.680)	**8 - 9.4	(58-68)
EVEREST	340	◆ R.S.S.	C-3-L	414 1967	Light blue	118.9	(4.680)	**8 - 9.4	(58-68)
	440	◆ R.S.S.	C-4-L	414 1966	Pink	122.2	(4.810)	**8 - 9.4	(58-68)
T'NT	340	◆ R.S.S.	C-4-L	414 1995	Yellow	100.1	(3 940)	**8 - 9.4	(58-68)
	440 Free Air	◆ R.S.S.	C-4-L ①	414 1967	Light blue	118.9	(4.680)	**8 - 9.4	(58-68)
	440 Fan Cooled	◆ R.S.S.	C-4-L	414 1966	Pink	122.2	(4.810)	**8 - 9.4	(58-68)
RV	340	◆ R S.S.	A-3	414 2835	Red	88.9	(3.500)	**8 - 9.4	(58-68)
ALPINE	640ER	● R.S.S. (bearing)	C-8 double	414 1966	Pink	122.2	(4.810)	*11.5-12.7	(83-92)

R.R.S.: Roller Round Shaft
R.S.S.: Roller Square Shaft
(Bearing): With Bearing
◆ Hub Plug with "Duralon" Bushing.
● With "Duralon" Bushing.
① With 4 std. washers no. 399 901 500.
* Torque retaining bolt to specification then loosen and retorque to specific value.
** After bolt is torqued, start engine and repeatedly apply throttle and brake. Stop engine and retorque.

WEAR PADS

WEAR PAD PART NO.	APPLICATION		VEHICLE MODEL
	INNER HALF PART NO.	SHAFT CLASSIFICATION	
504 2207 00	504 2217 00	Forged	'75 Elan 250 Deluxe and 300SS
504 2207 00	504 2211 00	Forged	'75 Alpine (1st series), '74 '75 T'NT 440, '74 Everest
504 2207 00	504 2204 00	Forged	'74 '75 T'NT 340
504 2277 00	504 2233 00	Machined	'75 Alpine (2nd series), '75 T'NT 440 and Everest
504 2277 00	504 2245 00	Machined	'75 T'NT 340 '75 Olympique 300 340
504 2250 00	504 2247 00	Machined	'75 T'NT R / V 245
504 2207 00	504 2279 00		'76 Alpine
504 2207 00	504 2233 00		'76 Olympique PLUS

DRIVEN PULLEY SPRING TENSION

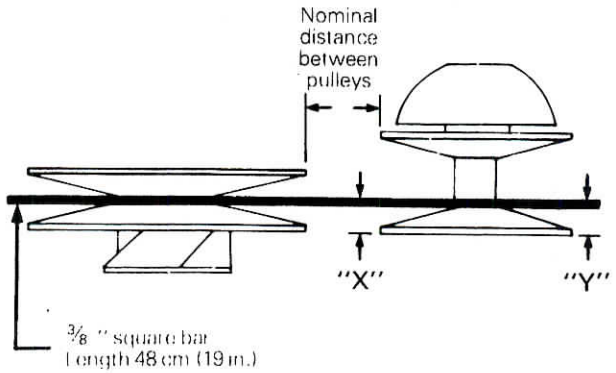
		1974 kg ± 1 (lbs ± 2)	1975 kg ± 1 (lbs ± 2)	1976 kg ± 1 (lbs ± 2)	1977 kg ± 1 (lbs ± 2)
ELAN	All models	3.6 (8)	3.6 (8)	3.6 (8)	3.6 (8)
OLYMPIQUE	All models	3.6 (8)	3.6 (8)	3.6 (8)	3.6 (8)
NORDIC	640ER	3.6 (8)			
T'NT F / A		5.9 (13)	5.9 (13)		
T'NT F / C		3.6 (8)	5 (11)	3.6 (8)	
EVEREST		3.6 (8)	5 (11)	3.6 (8)	3.6 (8)
T'NT					3.6 (8)
RV	250		5.9 (13)	5.9 (13)	
	340			5.9 (13)	5.9 (13)
ALPINE	440ER	3.6 (8)			
	640ER	3.6 (8)	5.4 (12)	5.4 (12)	5.4 (12)
ELITE		3.6 (8)	3.6 (8)		

1974-75 PULLEY ALIGNMENT SPECIFICATIONS

		OFFSET * (Simulator rod dia.)		DISTANCE ** (Between pulleys)	
		1974	1975	1974	1975
ELAN	250	14 mm (9/16")	14 mm (9/16")	47 mm (1 7/8 ")	47 mm (1 7/8 ")
	250E, 250T	14 mm (9/16")	14 mm (9/16")	47 mm (1 7/8 ")	
	250 Deluxe	14 mm (9/16")	14 mm (9/16")	47 mm (1 7/8 ")	38 mm (1 1/2 ")
	294SS, 300SS	13 mm (1/2 ")	13 mm (1/2 ")	38 mm (1 1/2 ")	
OLYMPIQUE	300 Mono, Twin 340, 400, 440	14 mm (9/16")	13 mm (1/2 ")	47 mm (1 7/8 ")	35 mm (1 3/8 ")
NORDIC	640ER	13 mm (1/2")		41 mm (1 5/8 ")	
EVEREST T'NT F / C	440 300, 340, 440	13 mm (1/2 ")	13 mm (1/2 ")	35 mm (1 3/8 ")	35 mm (1 3/8 ")
T'NT F / A	340, 400, 440	Self-adjusting	Self-adjusting	● 31 mm (1 1/4 ")	31 mm (1 1/4 ")
ALPINE	440ER 640ER	14 mm (9/16")	14 mm (9/16")	● 47 mm (1 7/8 ")	● 41 mm (1 5/8 ")
ELITE	440ER	14 mm (9/16")	14 mm (9/16")	● 38 mm (1 1/2 ")	● 38 mm (1 1/2 ")
RV	245		13 mm (1/2 ")		35 mm (1 3/8 ")

* Tolerance ± .8 mm (± 1/32 ")
** Tolerance: ± 1.6 mm (± 1/16 ")
● Non adjustable

1976 AND UP PULLEY ALIGNMENT SPECIFICATIONS



— Dimension "X" must never exceed dimension "Y".
— Dimension "Y" can exceed dimension "X" by 1.6 mm (1/16 ").

		DIMENSION X & Y (Offset)		NOMINAL DISTANCE (Between pulleys)	
		1976	1977	1976	1977
ELAN	250, 250 Deluxe	32-34 mm (1 9/32-1 11/32")	33-35 mm (1 5/16 -1 3/8 ")	43-44 mm (1 1/16 -1 3/4 ")	43-44 mm (1 1/16-1 3/4 ")
OLYMPIQUE	300 Mono	32-34 mm (1 9/32-1 11/32")	same	47 mm (1 7/8 ")	47 mm (1 7/8 ")
	300 Twin, 340	33-35 mm (1 5/16 -1 3/8 ")	same	35 mm (1 3/8 ")	35 mm (1 3/8 ")
	Plus (440)	32-34 mm (1 9/32-1 11/32")		35 mm (1 3/8 ")	
	440				35 mm (1 3/8 ")
EVEREST	340		same		35 mm (1 3/8 ")
	440	33-35 mm (1 5/16 -1 3/8 ")	same	35 mm (1 3/8 ")	
T'NT F / C	340	33-35 mm (1 5/16 -1 3/8 ")		35 mm (1 3/8 ")	
T'NT	340, 440		same		35 mm (1 3/8 ")
RV	250	33-35 mm (1 5/16 -1 3/8 ")		35 mm (1 3/8 ")	
	340				35 mm (1 3/8 ")
ALPINE	640ER	32-34 mm (1 9/32-1 11/32")	same	44 mm (1 3/4 ")	44 mm (1 3/4 ")

1974 SPROCKET AND CHAIN SPECIFICATIONS

		UPPER / LOWER	CHAIN PITCH
ELAN	250	10 / 25	½ " single
	250E	10 / 25	½ " single
	250T	14 / 35	⅜ " double
	250 Deluxe	14 / 35	⅜ " double
	294SS	15 / 34	⅜ " double
OLYMPIQUE	300	15 / 35	⅜ " double
	340	15 / 34	⅜ " double
	340E	15 / 34	⅜ " double
	400	16 / 34	⅜ " double
	400E	16 / 34	⅜ " double
	440	16 / 33	⅜ " double
NORDIC	640ER	18 / 33	⅜ " triple
T'NT	300SM	14 / 34	⅜ " double
	340SM	15 / 34	⅜ " double
	340SE	15 / 34	⅜ " double
	440SM	19 / 38	⅜ " triple
	440SE	19 / 38	⅜ " triple
EVEREST	440SL	19 / 38	⅜ " triple
T'NT F / A	340	*14-15-16 / 44	⅜ " triple
	400	*15-16-17 / 44	⅜ " triple
	440	*15-16-17 / 44	⅜ " triple
ALPINE	440ER	17 / 46	⅜ " triple
	640ER	17 / 38	⅜ " triple
ELITE	440ER	17 / 46	⅜ " triple

* Maximum engine revolutions 8300 RPM.

1975-76 SPROCKET AND CHAIN SPECIFICATIONS

		UPPER / LOWER		CHAIN PITCH	
		1975	1976	1975	1976
ELAN	250	10 / 25	10 / 25	½ " single	½ " single
	250 Deluxe	14 / 35	14 / 35	⅜ " double	⅜ " double
	300SS	15 / 34		⅜ " double	
OLYMPIQUE	300 Mono		15 / 35		⅜ " double
	300 Twin	14 / 35	16 / 35	⅜ " double	⅜ " double
	300E Twin	14 / 35	16 / 35	⅜ " double	⅜ " double
	340	15 / 34	17 / 34	⅜ " double	⅜ " double
	340E	15 / 34	17 / 34	⅜ " double	⅜ " double
	440 Plus		17 / 34		⅜ " double
T'NT	340	15 / 34	16 / 34	⅜ " double	⅜ " double
	340E	15 / 34	16 / 34	⅜ " double	⅜ " double
	440	19 / 38		⅜ " triple	
	440E	19 / 38		⅜ " triple	
EVEREST	440	19 / 38	21 / 38	⅜ " triple	⅜ " triple
	440E	19 / 38	21 / 38	⅜ " triple	⅜ " triple
T'NT F / A	340	15 / 44		⅜ " triple	
	440	16 / 44		⅜ " triple	
T'NT R / V	250	16 / 40	15 / 38	⅜ " double	⅜ " double
	340		18 / 38		⅜ " triple
ALPINE	640ER	17 / 38	17 / 34	⅜ " triple	⅜ " triple
ELITE	440ER	17 / 46		⅜ " triple	

1977 SPROCKET AND CHAIN SPECIFICATIONS

		UPPER / LOWER	CHAIN PITCH
ELAN	250	10 / 25	½ " single
	250 Deluxe	14 / 35	⅜ " double
OLYMPIQUE	300 Mono	15 / 35	⅜ " double
	300 Twin	16 / 35	⅜ " double
	340	17 / 34	⅜ " double
	440	20 / 34	⅜ " triple
EVEREST	340	16 / 34	⅜ " double
	440	21 / 38	⅜ " triple
T'NT	340	15 / 34	⅜ " double
	440 Free Air	18 / 38	⅜ " triple
	440 Fan cooled	18 / 38	⅜ " triple
RV	340	18 / 38	⅜ " triple
ALPINE	640ER	17 / 38	⅜ " triple

1974 STEERING SYSTEM TORQUE SPECIFICATION

		STEERING SYSTEM TYPE	HANDLE BAR RETAINING BOLT kg-m	(ft-lbs)	STEERING ARM TO SKI LEG kg-m	(ft-lbs)	TIE ROD END TO STEERING ARM kg-m	(ft-lbs)
ELAN	(All models)	1	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
OLYMPIQUE	(All except 300 Mono)	2	3.8-4.8	(28-35)	2.5-3.2	(18-23)	2.5-3.2	(18-23)
	300 Mono	2	3.8-4.8	(28-35)	6 -7.6	(44-55)	2.5-3.2	(18-23)
NORDIC	640ER	3	3.8-4.8	(28-35)	2.5-3.2	(18-23)	2.5-3.2	(18-23)
T'NT F / C EVEREST		4	3.8-4.8	(28-35)	2.5-3.2	(18-23)	2.5-3.2	(18-23)
T'NT F / A		5	3.8-4.8	(28-35)	2.5-3.2	(18-23)	2.5-3.2	(18-23)
ALPINE		6	3.8-4.8	(28-35)	2.5-3.2	(18-23)	*5.5-6.9	(40-50)
ELITE		7	3.8-4.8	(28-35)	2.5-3.2	(18-23)	2.5-3.2	(18-23)

1975-1976 STEERING SYSTEM TORQUE SPECIFICATION

		STEERING SYSTEM TYPE	HANDLE BAR RETAINING BOLT kg-m	(ft-lbs)	STEERING ARM TO SKI LEG kg-m	(ft-lbs)	TIE ROD END TO STEERING ARM kg-m	(ft-lbs)
ELAN	(All models)	1	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
OLYMPIQUE	(All models)	10	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
T'NT F / C EVEREST		4	3.8-4.8	(28-35)	2.5-3.2	(18-23)	2.5-3.2	(18-23)
F / A		9	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
RV		8	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
ALPINE		6	3.8-4.8	(28-35)	2.5-3.2	(18-23)	*5.5-6.9	(40-50)

* Steering arm ball bushing torque value.

1977 STEERING SYSTEM TORQUE SPECIFICATIONS

	STEERING SYSTEM TYPE	HANDLE BAR RETAINING BOLT		STEERING ARM TO SKI LEG		TIE ROD END TO STEERING ARM	
		kg-m	(ft-lbs)	kg-m	(ft-lbs)	kg-m	(ft-lbs)
ELAN	1	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
OLYMPIQUE T'NT EVEREST	10	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
RV	12	Welded		2.5-3.2	(18-23)	2.5-3.2	(18-23)
ALPINE	11	3.8-4.8	(28-35)	2.5-3.2	(18-23)	*5.5-6.9	(40-50)

* Steering arm ball bushing torque value.

1974 SKI SYSTEM TORQUE SPECIFICATIONS

	SKI SYSTEM TYPE	LEAF SPRING / SPRING COUPLER RETAINING BOLT kg-m	(ft-lbs)	RUNNER SHOE kg-m	(ft-lbs)	SPRING COUPLER TO SKI LEG
ELAN (All models except 294SS)	1	4.8-5.5	(35-40)	0.5-0.7	(4-5)	Tighten bolt, move ski by hand to check that it pivotes easily on ski-leg. Then tighten locking nut to 6-7.6 kg-m (44-55 ft-lbs).
294SS	1			1.2-1.6	(9-12)	
OLYMPIQUE	2	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
NORDIC	5	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
T'NT F / C EVEREST F / A	3	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
ALPINE	4	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
ELITE	6	4.8-5.5	(35-40)	1.2-1.6	(9-12)	

1975-1976-1977 SKI SYSTEM TORQUE SPECIFICATIONS

	SKI SYSTEM TYPE	LEAF SPRING / SPRING COUPLER RETAINING BOLT kg-m	(ft-lbs)	RUNNER SHOE kg-m	(ft-lbs)	SPRING COUPLER TO SKI LEG
ELAN (All models except 300SS)	7	4.8-5.5	(35-40)	0.5-0.7	(4-5)	Tighten bolt, move ski by hand to check that it pivotes easily on ski-leg. Then tighten locking nut to 6-7.6 kg-m (45-55 ft-lbs).
300SS 1975	7			1.2-1.6	(9-12)	
OLYMPIQUE	8	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
T'NT F / C EVEREST 1975-76 T'NT & EVEREST 1977	9	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
T'NT F / A 1975	10	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
T'NT RV	11	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
ELITE 1975	6	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
ALPINE 1975-76	12	4.8-5.5	(35-40)	1.2-1.6	(9-12)	
1977	13	4.8-5.5	(35-40)	1.2-1.6	(9-12)	

TOLERANCE AND WEAR LIMIT

Year	Engine Type	Cylinder bore (nominal)			Piston to wall clearance		Ring End gap	Crankshaft End play
		std.	1st o.s.	2nd o.s.	Fitted tolerance	Wear limit		
1974	247	69.0 mm (2.7165")	69.5 mm (2.7362")	N.A.	0.065-0.100 mm (.0026-.0039")	0.165 mm (.0065")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1974	302	76.0 mm (2.9921")	76.5 mm (3.0118")	77 mm (3.0315")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0076")	0.30-1.60 mm (.012-.063")	0.10-0.40 mm (.004-.016")
1975	247	69.0 mm (2.7165")	69.5 mm (2.7362")	N.A.	0.065-0.100 mm (.0026 .0039")	0.165 mm (.0065")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1976	247	69.0 mm (2.7165")	69.5 mm (2.7362")	N.A.	0.065-0.100 mm (.0026 .0039")	0.165 mm (.0065")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1976	302	76.0 mm (2.9921")	76.5 mm (3.0118")	77.0 mm (3.0315")	0.080-0.115 mm (.0031 .0045")	0.195 mm (.0076")	0.30-1.60 mm (.012-.063")	0.10-0.40 mm (.004-.016")
1977	247	69.0 mm (2.7165")	69.5 mm (2.7362")	N.A.	0.063-0.099 mm (.0025 .0039")	0.162 mm (.0064")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1977	302	76.0 mm (2.9921")	76.5 mm (3.0118")	77.0 mm (3.0315")	0.078-0.114 mm (.0031-.0045")	0.198 mm (.0078")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")

Year	Engine type	Cyl. bore nominal dimension		- Piston to wall clearance		Ring end-gap	Crankshaft end-play
		Standard	Oversize	Fitted tolerance	Wear limit		
1974	248	54.0 mm (2.1260")	54.5 mm (2.1457")	0.050-0.085 mm (.0020-.0034")	0.135 mm (.0054")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1974	294	57.0 mm (2.2441")	57.5 mm (2.2638")	0.050-0.085 mm (.0020-.0034")	0.135 mm (.0054")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1974	338	59.5 mm (2.3425")	60.0 mm (2.3622")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0076")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1974	343	59.5 mm (2.3425")	60.0 mm (2.3622")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0076")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1974	346	59.5 mm (2.3425")	59.75 mm (2.3524")	0.100-0.135 mm (.0039-.0053")	0.235 mm (.0092")	0.20-1.60 mm (.008-.063")	N.A.
1974	396	64.5 mm (2.5394")	64.75 mm (2.5492")	0.090-0.125 mm (.0035-.0049")	0.215 mm (.0084")	0.25-1.60 mm (.010-.063")	N.A.
1974	401	64.5 mm (2.5394")	65.0 mm (2.5591")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0076")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1974	434	67.5 mm (2.6575")	68.0 mm (2.6772")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0076")	0.25-1.60 mm (.010-.063")	N.A.
1974	436	67.5 mm (2.6575")	67.75 mm (2.6673")	0.110-0.145 mm (.0043-.0057")	0.255 mm (.010")	0.25-1.60 mm (.010-.063")	N.A.
1974	440	67.5 mm (2.6575")	N.A.	0.053-0.153 mm (.0021-.006")	0.216 mm (.0086")	0.25-1.60 mm (.010-.063")	N.A.
1974	640	76.0 mm (2.9921")	76.5 mm (3.0118")	0.090-0.125 mm (.0043-.0057")	0.215 mm (.0084")	0.30-1.60 mm (.012-.063")	0.10-0.40 mm (.004-.016")

N.A.: Not applicable

TOLERANCE AND WEAR LIMIT (TWO CYLINDER ENGINE)

Year	Engine Type	Cyl. bore nominal dimension		Piston to wall clearance		Ring end-gap	Crankshaft end-play
		Standard	Oversize	Fitted tolerance	Wear limit		
1975	245	54.0 mm (2.1260")	54.25 mm (2.1358")	0.070-0.105 mm (.0028-.0041")	0.175 mm (.0069")	0.20-0.50 mm (.008-.020")	0.10-0.40 mm (.004-.016")
1975	248	54.0 mm (2.1260")	54.5 mm (2.1457")	0.050-0.085 mm (.0020-.0033")	0.135 mm (.0053")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1975	294	57.0 mm (2.2441")	57.5 mm (2.2638")	0.050-0.085 mm (.0020-.0033")	0.135 mm (.0053")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1975	305	55.5 mm (2.1850")	56.0 mm (2.2047")	0.050-0.085 mm (.0020-.0033")	0.135 mm (.0053")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1975	343	59.5 mm (2.3425")	60.0 mm (2.3622")	0.080-.0115 mm (.0031-.0045")	0.195 mm (.0077")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1975	346	59.5 mm (2.3425")	59.75 mm (2.3524")	0.100-0.135 mm (.0039-.0053")	0.235 mm (.0093")	0.20-1.60 mm (.008-.063")	N.A.
1975	434	67.5 mm (2.6575")	68.0 mm (2.6772")	0.080-.0115 mm (.0031-.0045")	0.195 mm (.0077")	0.25-1.60 mm (.010-.063")	N.A.
1975	436	67.5 mm (2.6575")	67.75 mm (2.6673")	0.090-0.125 mm (.0035-.0049")	0.215 mm (.0085")	0.25-1.60 mm (.010-.063")	N.A.
1975	440	67.5 mm (2.6575")	N.A.	0.063-0.153 mm (.0025-.006")	0.216 mm (.0086")	0.25-1.60 mm (.010-.063")	N.A.
1975	640	76.0 mm (2.9921")	76.5 mm (3.0118")	0.090-0.110 mm (.0035-.0043")	0.215 mm (.0085")	0.30-1.60 mm (.012-.063")	0.10-0.40 mm (.004-.016")
1976	245	54.0 mm (2.1260")	54.25 mm (2.1358")	0.070-0.105 mm (.0028-.0041")	0.175 mm (.0069")	0.20-0.50 mm (.008-.020")	N.A.
1976	248	54.0 mm (2.1260")	54.5 mm (2.1457")	0.050-0.085 mm (.0020-.0033")	0.135 mm (.0053")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1976	305	55.5 mm (2.1850")	56.0 mm (2.2047")	0.070-0.105 mm (.0028-.0041")	0.175 mm (.0069")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1976	343	59.5 mm (2.3425")	60.0 mm (2.3622")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0077")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1976	345	63.0 mm (2.4803")	63.25 mm (2.4902")	0.050-0.085 mm (.0020-.0033")	0.135 mm (.0053")	0.20-0.50 mm (.008-.020")	N.A.
1976	434	67.5 mm (2.6575")	68.0 mm (2.6772")	0.080-0.115 mm (.0031-.0045")	0.195 mm (.0077")	0.25-1.60 mm (.010-.063")	N.A.
1976	440	67.5 mm (2.6575")	N.A.	0.033-0.153 mm (.0013-.006")	0.216 mm (.0086")	0.25-1.60 mm (.010-.063")	N.A.
1976	640	76.0 mm (2.9921")	76.5 mm (3.0118")	0.070-0.105 mm (.0028-.0041")	0.175 mm (.0069")	0.30-1.60 mm (.012-.063")	0.10-0.40 mm (.004-.016")

N.A.: Not applicable

TOLERANCE AND WEAR LIMIT (TWO CYLINDER ENGINE)

Year	Engine Type	Cyl. bore nominal dimension		Piston to wall clearance		Ring end-gap	Crankshaft end-play
		Standard	Oversize	Fitted tolerance	Wear limit		
1977	248	54.0 mm (2.1259")	54.5 mm (2.1456")	0.048-0.083 mm (.0019-.0033")	0.132 mm (.0052")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1977	305	55.5 mm (2.1850")	56.0 mm (2.2047")	0.068-0.104 mm (.0027-.0041")	0.173 mm (.0068")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1977	343	59.5 mm (2.3425")	60.0 mm (2.3622")	0.078-0.114 mm (.0031"-.0045")	0.198 mm (.0078")	0.20-1.60 mm (.008-.063")	0.10-0.40 mm (.004-.016")
1977	345	63.0 mm (2.4803")	63.25 mm (2.4901")	0.048-0.083 mm (.0019-.0033")	0.132 mm (.0052")	0.20-0.51 mm (.008-.020")	N.A.
1977	346	59.5 mm (2.3425")	59.75 mm (2.3524")	0.099-0.134 mm (.0039-.0053")	0.233 mm (.0092")	0.20-1.60 mm (.008-.063")	N.A.
1977	436	67.5 mm (2.6574")	67.75 mm (2.6673")	0.089-0.124 mm (.0035-.0049")	0.213 mm (.0084")	0.25-1.60 mm (.010-.063")	N.A.
1977	440*	67.5 mm (2.6574")	68.0 mm (2.6771")	0.068-0.114 mm (.0027-.0045")	0.183 mm (.0072")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1977	440**	67.5 mm (2.6574")	N.A.	0.078 mm (.0031")	0.156 mm (.0062")	0.25-1.60 mm (.010-.063")	0.10-0.40 mm (.004-.016")
1977	640	76.0 mm (2.9921")	76.5 mm (3.0118")	0.068-0.104 mm (.0027-.0041")	0.173 mm (.0068")	0.30-1.60 mm (.012-.063")	0.10-0.40 mm (.004-.016")

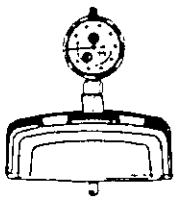
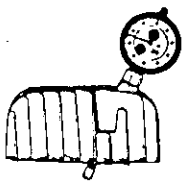
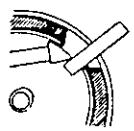
N.A.: Not applicable
* Cast iron sleeve cylinder
** Nikasil coated cylinder

1974 IGNITION TIMING SPECIFICATIONS

Engine Type	Ignition Type	Direct measurement B.T.D.C.	Indirect measurement B.T.D.C.	Edge gap
247	BK PT	3.98 mm ± 0.25 (.157" ± .010)	N.A.	6.5 mm ± 1.5 (.260" ± .060)
248	BK PT	2.22 mm ± 0.25 (.087" ± .010)	2.29 mm ± 0.25 (.090" ± .010)	9.0 mm ± 2.0 (.354" ± .080)
294	BK PT	2.39 mm ± 0.25 (.094" ± .010)	2.49 mm ± 0.30 (.098" ± .012)	9.0 mm ± 2.0 (.354" ± .080)
302	BK PT	3.98 mm ± 0.25 (.157" ± .010)	5.79 mm ± 0.41 (.228" ± .016)	6.5 mm ± 1.5 (.260" ± .060)
338	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.62 mm ± 0.27 (.143" ± .011)	6.5 mm ± 1.5 (.260" ± .060)
343	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.73 mm ± 0.30 (.147" ± .012)	6.5 mm ± 1.5 (.260" ± .060)
346	CD	2.07 mm ± 0.25 (.081" ± .010)	N.A.	N.A.
396	CD	2.07 mm ± 0.25 (.081" ± .010)	N.A.	N.A.
401	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.73 mm ± 0.30 (.147" ± .012)	6.5 mm ± 1.5 (.260" ± .060)
434	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.5 mm ± 1.5 (.260" ± .060)
436	CD	2.07 mm ± 0.25 (.081" ± .010)	N.A.	N.A..
440	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.5 mm ± 1.5 (.260" ± .060)
640	CD	3.35 mm ± 0.25 (.132" ± .010)	3.48 mm ± 0.25 (.137" ± .010)	N.A.
640	BK PT	3.95 mm ± 0.25 (.156" ± .010)	4.11 mm ± 0.25 (.162" ± .010)	6.5 mm ± 1.5 (.260" ± .060)

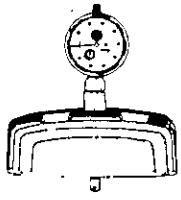
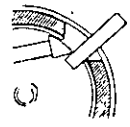
N.A.: Not applicable

1975 IGNITION TIMING SPECIFICATIONS

Engine Type	Ignition Type	Direct measurement B.T.D.C. 	Indirect measurement B.T.D.C. 	Edge gap 
245	CD	1.20 mm ± 0.25 (.047" ± .010)	N.A.	N.A.
247	BK PT	3.98 mm ± 0.25 (.157" ± .010)	N.A.	6.5 mm ± 1.5 (.260" ± .060)
248	BK PT	2.22 mm ± 0.25 (.087" ± .010)	2.29 mm ± 0.25 (.090" ± .010)	9.0 mm ± 2.0 (.276" ± .060)
294	BK PT	2.39 mm ± 0.25 (.094" ± .010)	2.49 mm ± 0.30 (.098" ± .012)	9.0 mm ± 2.0 (.276" ± .060)
305	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.73 mm ± 0.30 (.147" ± .012)	6.5 mm ± 1.5 (.260" ± .060)
343	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.73 mm ± 0.30 (.147" ± .012)	6.5 mm ± 1.5 (.260" ± .060)
346	CD	2.07 mm ± 0.25 (.081" ± .010)	N.A.	N.A.
434	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.5 mm ± 1.5 (.260" ± .060)
436	CD	2.07 mm ± 0.25 (.081" ± .010)	N.A.	N.A.
440	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.5 mm ± 1.5 (.260" ± .060)
440	CD	2.07 mm ± 0.25 (.081" ± .010)	2.21 mm ± 0.25 (.087" ± .010)	N.A.
640	BK PT	3.95 mm ± 0.25 (.156" ± .010)	4.11 mm ± 0.25 (.162" ± .010)	6.5 mm ± 1.5 (.260" ± .060)

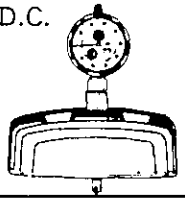
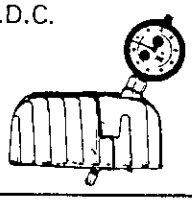
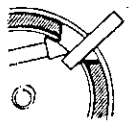
N.A.: Not applicable

1976 IGNITION TIMING SPECIFICATIONS

Engine Type	Ignition Type	Direct measurement B.T.D.C. 	Indirect measurement B.T.D.C.	Edge gap 
245	CD	1.15 mm ± 0.25 (.045" ± .010)	N.A.	N.A.
247	BK PT	3.98 mm ± 0.25 (.157" ± .010)	N.A.	6.5 mm ± 1.5 (.260" ± .060)
248	BK PT	2.22 mm ± 0.25 (.087" ± .010)	2.29 mm ± 0.25 (.090" ± .010)	9.0 mm ± 2.0 (0.354" ± .079)
302	BK PT	3.98 mm ± 0.25 (.157" ± .010)	N.A.	6.5 mm ± 1.5 (.260" ± .060)
305	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.73 mm ± 0.30 (.147" ± .012)	6.5 mm ± 1.5 (.260" ± .060)
343	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.73 mm ± 0.30 (.147" ± .012)	6.5 mm ± 1.5 (.260" ± .060)
345	CD	1.0 mm ± 0.25 (.039" ± .010)	N.A.	N.A.
434	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.5 mm ± 1.5 (.260" ± .060)
440	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.5 mm ± 1.5 (.260" ± .060)
640	BK PT	3.95 mm ± 0.25 (.156" ± .010)	4.11 mm ± 0.25 (.162" ± .010)	6.5 mm ± 1.5 (.260" ± .060)

N.A.: Not applicable

1977 IGNITION TIMING SPECIFICATIONS

Engine Type	Ignition Type	Direct measurement B.T.D.C. 	Indirect measurement B.T.D.C. 	Edge gap 
247	BK PT	3.98 mm ± 0.25 (.157" ± .010)	N.A.	6.6 mm ± 1.5 (.260" ± .060)
248	BK PT	2.22 mm ± 0.25 (.087" ± .010)	2.29 mm ± 0.25 (.090" ± .010)	9.0 mm ± 2.0 (0.354" ± .079)
302	BK PT	3.98 mm ± 0.25 (.157" ± .010)	N.A.	6.6 mm ± 1.5 (.260" ± .060)
305	BK PT	① 3.07 mm ± 0.25 (.121" ± .010)	① 3.73 mm ± 0.30 (.147" ± .012)	6.6 mm ± 1.5 (.260" ± .060)
343	BK PT	② 3.07 mm ± 0.25 (.121" ± .010)	② 3.73 mm ± 0.30 (.147" ± .012)	6.6 mm ± 1.5 (.260" ± .060)
345	CD	1.0 mm ± 0.25 (.039" ± .010)	N.A.	N.A.
346	BK PT	2.52 mm ± 0.25 (.100" ± .010)	N.A.	6.6 mm ± 1.5 (.260" ± .060)
436	BK PT	2.52 mm ± 0.25 (.100" ± .010)	N.A.	6.6 mm ± 1.5 (.260" ± .060)
440	BK PT	3.07 mm ± 0.25 (.121" ± .010)	3.30 mm ± 0.25 (.130" ± .010)	6.6 mm ± 1.5 (.260" ± .060)
640	BK PT	3.95 mm ± 0.25 (.156" ± .010)	4.11 mm ± 0.25 (.162" ± .010)	6.6 mm ± 1.5 (.260" ± .060)

N.A.: Not applicable

① From engine serial No. 2 852 346 and up, use 2.11 mm (.083") for direct timing and 2.46 mm (.097") for indirect timing.

② From engine serial No. 2 930 685 and up, use 2.11 mm (.083") for direct timing and 2.46 mm (.097") for indirect timing.

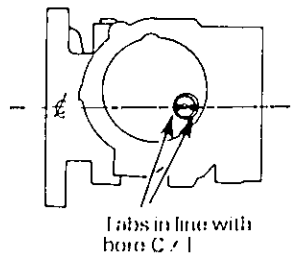
CARBURETOR SPECIFICATIONS

YEAR	MODEL		ENGINE TYPE	CARBURETOR	MAIN FUEL JET DIA.	LOW SPEED ADJ. + 1/8 - 0	HIGH SPEED ADJ. + 1/8 - 0	IDLE SPEED R.P.M.
1974	ELAN	250	247	HR-133-A	.042"	3/4	fixed	1800-2200
1974	ELAN	250 2 cyl.	248	HR-155-A	.044"	1	fixed	1800-2200
1974	ELAN	250DL	248	HR-155-A	.044"	1	fixed	1800-2200
1974	ELAN	294SS	294	HR-161-A	.051"	3/4	fixed	1800-2200
1974	OLYMPIQUE	300	302	HR-132-A	--	3/4	1	1800-2200
1974	OLYMPIQUE	340	338	HR-131-A	.050"	3/4	fixed	1800-2200
1974	OLYMPIQUE	400	401	HR-134-A	.052"	3/4	fixed	1800-2200
1974	OLYMPIQUE	440	434	HR-135-A	.045"	7/8	fixed	1800-2200
1974	T'NT	300	294	HR-164-A	--	1	1	1800-2200
1974	T'NT	340	343	HD-134-A	--	1	1	1800-2200
1974	T'NT	440	440	HD-138-A	--	1	1	1800-2200
1974	EVEREST	440	440	HD-138-A	-	1	1	1800-2200
1974	NORDIC	640	640	HD-133-A	.067"	1	fixed	1800-2200
1974	ALPINE	440	434	HD-108-A	.054"	3/4	fixed	1800-2200
1974	ALPINE	640	640	HD-124-A	.073"	3/4	fixed	1800-2200
1974	ELITE	440	434	HD-140-A	.058"	1	fixed	1800-2200
1974	T'NT	340 F / A	346	2 x HR-149-A	--	1	1 1/8	1800-2200
1974	T'NT	400 F / A	396	2 x HD-123-A	--	1	5/8	1800-2200
1974	T'NT	440 F / A	436	2 x HRM-3A	--	1	1 1/4	1800-2200
1975	ELAN	250	247	HR-133-A	.042"	3/4	fixed	1800-2000
1975	ELAN	250 Deluxe	248	HR-165-A	.044"	1	fixed	1800-2000
1975	ELAN	300SS	294	HR-166-A	.051"	3/4	fixed	1800-2000
1975	OLYMPIQUE	300, 300E	305	HR-169-A	.051"	1	fixed	1500-1800
1975	OLYMPIQUE	340, 340E	343	HR-170-A	.054"	1	fixed	1500-1800
1975	T'NT	340, 340E	343	HD-134-A	--	1	1	1800-2200
1975	T'NT	440, 440E	440	HD-138-A	--	1	1	1800-2200
1975	EVEREST	440, 440E	440	HD-138-A	--	1	1	1800-2200
1975	T'NT F / A	340	346	2 x HR-168-A	--	1	1 1/8	1800-2000
1975	T'NT F / A	440	436	2 x HRM-5-A	--	1	1	1800-2000
1975	T'NT F / A	245 R / V	245	2 x VM-34-72	260	1	fixed	3000
1975	ALPINE	640ER	640	HD-142-A	.060"	1	fixed or 1	1500-1800
1975	ELITE	440ER	434	HD-140-A	.058"	1	fixed	1800-2200

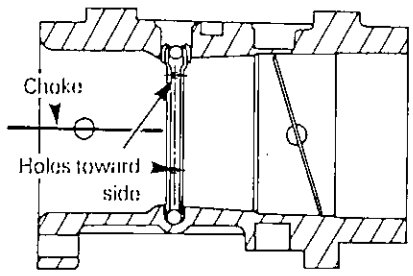
CARBURETOR SPECIFICATIONS

YEAR	MODEL		ENGINE TYPE	CARBURETOR	MAIN FUEL JET DIA.	LOW SPEED ADJ. + ¼ - 0	HIGH SPEED ADJ. + ¼ - 0	IDLE SPEED R.P.M.
1976	ELAN	250	247	HR-173-A	.046"	1	fixed	1500-1800
1976	ELAN	250SS	248	HR-172-A	.042"	1	fixed	1800-2200
1976	OLYMPIQUE	300 Mono	302	HR-174-A	.045"	1	fixed	1200-1500
1976	OLYMPIQUE	300 300E, Twin	305	HR-169-A	.051"	1	fixed	1500-1800
1976	OLYMPIQUE	340, 340E	343	HR-170-B	.054"	1	fixed	1500-1800
1976	OLYMPIQUE	Plus 440	434	HR-176-A	.049"	1	fixed	1500-1800
1976	T'NT	340, 340E	343	HD-148-A	--	1	1	1500-1800
1976	T'NT EVEREST	440, 440E	440	HD-147-A	--	1	1	1500-1800
1976	T'NT R / V	250	245	2 x VM 34-93	no. 300	1	fixed	3000
1976	T'NT R / V	340	345	2 x VM 34-94	no. 320	1	fixed	2500
1976	ALPINE	640ER	640	HRM-7-A	--	1 ⅛	1	1500-1800
1977	ELAN	250	247	HR-173-A	.046"	1	fixed	1500-1800
1977	ELAN	250 Deluxe	248	HR-172-A	.042"	1	fixed	1800-2200
1977	OLYMPIQUE	300 Mono	302	HR-174-A	.045"	1	fixed	1200-1500
1977	OLYMPIQUE	300 Twin	305	VM 30-90	no. 260	1½ ± 0	fixed	1500-1800
1977	OLYMPIQUE	340	343	VM 30-91	no. 260	1½ ± 0	fixed	1500-1800
1977	OLYMPIQUE	440	440	VM 32-113	no. 290	1½ ± 0	fixed	1500-1800
1977	EVEREST	340	343	HD-148-A	--	1	1	1500-1800
				OPTIONAL VM 30-98	no. 250	1½ ± 0	fixed	1500-1800
1977	EVEREST	440	440	VM 34-110	no. 340	1½ ± 0	fixed	1500-1800
1977	T'NT	340	346	VM 34-118	no. 300	1 ± 0	fixed	1800-2000
1977	T'NT	440	436	VM 36-53	no. 350	1 ± 0	fixed	1800-2000
1977	T'NT	440	440	VM 34-110	no. 340	1½ ± 0	fixed	1500-1800
1977	RV	340	345	2 x VM 34-135	no. 320	1 ± 0	fixed	3000-3200
1977	ALPINE	640ER	640	HRM-7-A	--	1 ⅛	1	1500-1800

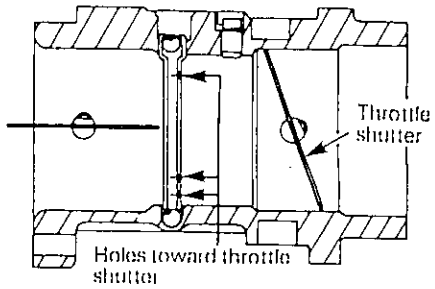
NOZZLE CHECK VALVE INSTALLATION POSITION



Applicable on:
HD-124-A
HD-133-A
HD-138-A
HD-147-A

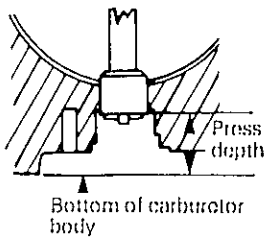
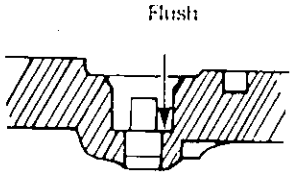
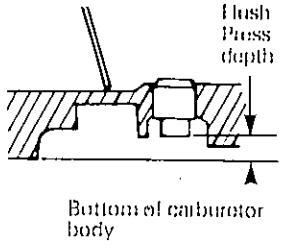


Applicable on:
HD-124-A
HD-133-A



Applicable on:
HD-138-A
HD-147-A

NOZZLE CHECK VALVE PRESS DEPTH SPECIFICATIONS

			
MODEL	Main Nozzle / Discharge Tube	Main Nozzle	Intermediate Nozzle
HD-108-A HD-134-A HD-123-A HD-148-A HD-140-A HD-142-A	Not applicable	Nozzle shoulder flush with well floor	Not applicable
HD-124-A HD-133-A	.343" *	Not applicable	Not applicable
HD-138-A HD-147-A	.343" *	Not applicable	.156"

* Measurement taken between lowest point of nozzle and bottom of carburetor body.

All mesurements ± .005"

MIKUNI CARBURETOR SPECIFICATIONS

CARBURETOR	MAIN JET (Production)	JET NEEDLE*	NEEDLE JET	CUT AWAY	PILOT JET	AIR SCREW
VM 34-72	260	6DH4-2	P-4 (159)	2.5	35	1 turn
VM 34-93	300	6DH4-2	P-0 (159)	1.5	35	1 turn
VM 34-94	320	6DH4-2	P-2 (159)	1.5	30	1 turn
VM 30-90	260	6DH2-3	P-6 (159)	1.5	25	1½ turn
VM 30-91	260	6DH2-3	Q-0 (159)	2.0	25	1½ turn
VM 30-98	250	6F9-3	Q-2 (159)	3.5	35	1½ turn
VM 34-110	340	6F9-3	P-2 (159)	1.5	20	1½ turn
VM 34-118	300	6F9-3	Q-2 (159)	3.5	35	1 turn
VM 32-113	290	6F9-4	Q-2 (159)	3.5	35	1½ turn
VM 36-53	350	6I1-2	P-2 (159)	3.5	40	1 turn
VM 34-135	320	6DH2-4	P-0 (159)	1.5	30	1 turn

*6DH4, -3 indicates specific slot of the needle from top.

1975 RV 250 MAIN JET APPLICATION CHART

TEMPERATURE ° C (° F) / Meters (Feet) ALTITUDE	-45° C (-50)	-35° C (-30)	-25° C (-10)	-15° C (10)	0° C (30)	10° C (50)	20° C (70)	30° C (90)
0 Sea level	300	290	280	270	260	250	240	230
600 m (2,000)	290	280	270	260	250	240	230	220
1200 m (4,000)	270	260	250	240	230	220	210	200
1800 m (6,000)	260	250	240	230	220	210	200	190
2400 m (8,000)	240	230	220	210	200	190	180	170
3,000 m (10,000)	230	220	210	200	190	180	170	160

▼ CAUTION: These adjustments are guideline only, specific adjustments vary with temperature, altitude, atmospheric pressure and humidity. Always observe spark plug condition for proper jetting.

1976 RV 250 MAIN JET APPLICATION CHART

Meters (feet) ALTITUDE \ TEMPERATURE ° C (° F)	-45° C (-50)	-35° C (-30)	-25° C (-10)	-15° C (10)	0° C (30)	10° C (50)	20° C (70)	30° C (90)
0 (sea level	350	330	320	310	300	290	280	270
600 m (2,000)	330	320	310	300	280	270	260	250
1,200 m (4,000)	310	300	290	280	270	260	250	240
1,800 m (6,000)	300	290	270	260	250	240	230	220
2,400 m (8,000)	280	270	260	250	240	220	210	200
3,000 m (10,000)	260	250	240	230	220	210	200	190

▼ CAUTION: These adjustments are guideline only, specific adjustments vary with temperature, altitude, atmospheric pressure and humidity. Always observe spark plug condition for proper jetting.

1976 RV 340 MAIN JET APPLICATION CHART

Meters (feet) ALTITUDE \ TEMPERATURE ° C (° F)	-45° C (-50)	-35° C (-30)	-25° C (-10)	-15° C (10)	0° C (30)	10° C (50)	20° C (70)	30° C (90)
0 Sea level	370	360	350	330	320	310	300	290
600 m (2,000)	350	340	330	320	300	290	280	270
1,200 m (4,000)	330	320	310	300	290	270	260	250
1,800 m (6,000)	320	300	290	280	270	260	240	230
2,400 m (8,000)	300	290	280	260	250	240	230	210
3,000 m (10,000)	280	270	260	250	230	220	210	200

▼ CAUTION: These adjustments are guideline only, specific adjustments vary with temperature, altitude, atmospheric pressure and humidity. Always observe spark plug condition for proper jetting.

1977 RV 340 MAIN JET APPLICATION CHART

TEMPERATURE ° C (° F) / Meters (feet) ALTITUDE	-45° C (-50)	-35° C (-30)	-25° C (-10)	-15° C (10)	0° C (30)	10° C (50)	20° C (70)	30° C (90)
0 Sea level	350	340	330	320	310	300	280	270
600 m (2,000)	340	330	310	300	290	280	270	250
1,200 m (4,000)	320	310	300	290	270	260	250	240
1,800 m (6,000)	310	290	280	270	260	240	230	220
2,400 m (8,000)	290	280	260	250	240	230	220	200
3,000 m (10, 000)	270	260	250	240	220	210	200	190

CAUTION: These adjustments are guideline only, specific adjustments vary with temperature, altitude, atmospheric pressure and humidity. Always observe spark plug condition for proper jetting.

		Engine type	74 ①	74 ②	73 ①	73 ②	72 ①	72 ②	71 ①	71 ②
ELAN	250	(247)	M175T1	M145T1	M175T1	M145T1	M175T1	M145T1	M175T1	M145T1
	250E	(247)								
	250T	(248)								
	250 Deluxe	(248)	W240T1	W225T1	W240T1	W225T1				
	250SS	(249)								
	294SS	(294)	W260T1	W260T1	W260T1	W260T1				
OLYMPIQUE	300	(302)	M175T1	M145T1	M175T1	M145T1	M175T1	M145T1	M175T1	M145T1
	335	(337)								
SKANDIC	335	(337)			M225T1	M175T1	M225T1	M175T1	M225T1	M175T1
									(same on 1970)	
OLYMPIQUE	340	(338)	W240T1	W225T1	W240T1	W225T1				
	399	(401)	W240T1	W240T1	W240T1	W240T1	W240T1	W225T1	W240T1	W225T1
	440	(434)	M225T1	M175T1	M225T1	M175T1				
T'NT	290 1 cyl.	(292)					M280T31	M260T1	M280T31	M260T1
	300 2 cyl.	(294)	W260T1	W260T1	W260T1	W240T1				
	340 1 cyl.	(342)							M280T31	M280T31
	340 2 cyl.	(343)	W260T1	W260T1	W280M1	W260T1	W280M1	W260T1		
	440	(434)	M260T1	M260T1	M280T31	M280T31	M280T31	M280T31	M260T1	M260T1
	640	(641)					M280T31	M260T1	M280T31	M260T1
	775	(775)					M310T31S	M280T1	M310T31S	M280T1
T'NT F/A	340	(346)								
	440	(436)	W280M2	W280M2	W280M2	W280M2				
	400	(396)	W280M2	W280M2	W280M2	W280M2	TYPE: 398			
		(398)					W280T30	W280T30		
NORDIC	399	(401)					(440)		(401)	
	440	(434)					M240T1	M225T1	W240T1	W225T1
	640	(640)	M225T1	M225T1	M225T1	M225T1	M225T1	M225T1	M225T1	M225T1
ALP. VAL.	399	(401)							(401) W240T1	W225T1
	440	(434)	M225T1	M175T1	M225T1	M175T1	M240T1	M225T1		
	640	(640)	M225T1	M175T1	M225T1	M175T1	M225T1	M175T1	M225T1	M175T1
ELITE	440	(434)	M240T1	M225T1	M225T1	M175T1				

① Engine full load. ② Engine part load.

1975-76 77 BOSCH SPARK PLUG CHART

		Engine type	1975		1976		1977	
			①	②	①	②	①	②
ELAN	250	(247)	M175T1	M145T1	M175T1	M175T1	M175T1	M175T1
	250 Deluxe	(248)	W240T1	W225T1	W240T1	W240T1	W240T1	W240T1
	300SS	(294)	W260T1	W240T1				
OLYMPIQUE	300 Mono	(302)			M225T1	M175T1	M175T1	M175T1
	300 Twin	(305)	W240T1	W225T1	W260T1	W240T1	W260MZ1	W240MZ1
	340	(343)	W260T1	W260T1	W260T1	W240T1	W260MZ1	W240MZ1
	Plus 440	(434)			M240T1	M225T1		
	440	(440)					M260T1	M260T1
EVEREST	340	(343)					W260MZ1	W260MZ1
	440	(440)	M260T1	M260T1	M260T1	M260T1	M260T1	M260T1
T'NT F/C	340	(343)	W260T1	W260T1	W260T1	W260T1		
	440	(440)	M260T1	M260T1				
T'NT	340	(346)					W260MZ2	W260MZ2
	440	(436)					W260MZ2	W260MZ2
	440	(440)					M260T1	M260T1
T'NT F/A	340	(346)	W280M2	W280M2				
	440	(436)	W280M2	W280M2				
T'NT RV	250	(245)	W280MZ2	W280MZ2	W280MZ2	W280MZ2		
	340	(345)			W280MZ2	W280MZ2	W280MZ2	W280MZ2
ELITE	440	(434)	M240T1	M225T1				
ALPINE	640	(640)	M225T1	M225T1	M225T1	M175T1	M240T1	M240T1

① Engine full load. ② Engine part load.

IGNITION GENERATING COIL, LIGHTING COIL & BRAKE LIGHT COIL RESISTANCE CHART

1974-75 MODELS		ENGINE TYPE	IGNITION GENERATING COIL		LIGHTING COIL		BRAKE LIGHT COIL	
			1974	1975	1974	1975	1974	1975
ELAN	250	247	3.4	3.4	0.45	0.45	1.85	1.85
	250T	248	1.15		0.45		1.90	
	250 Deluxe	248	1.15	1.15	0.45	0.45	1.90	1.90
	294SS,300SS	294	1.15	1.15	0.45	0.45	1.90	1.90
OLYMPIQUE	300	302	3.4		0.45		1.85	
	300	305		3.3		0.23		
	340	338	2.35		0.40		1.70	
	340	343		3.3		0.23		
	400	401	2.35		0.40		1.70	
	440	434	2.35		0.40		1.70	
EVEREST	440	440	3.4		0.40	0.23 ①		2.15 ②
T'NT F / C	300	294	1.15		0.45		1.90	
	340	343	3.4	3.3	0.40	0.23		
	440	440	3.4	3.3	0.40	0.23		
T'NT F / A	340	346			0.23	0.23		
	400	396			0.23			
	440	435			0.23	0.23		
	245 RV	245				0.23		
NORDIC	640	640			0.14			
ELITE	440	434	2.35	2.35	0.14	0.14	1.70	1.70
ALPINE	440	434	2.35		0.40		1.70	
	640	640	2.35	3.3	0.14	0.23		

All values are given in ohms, with a tolerance of ± 20%.

① ± .025 ohms

② additional lighting coil 30W.

IGNITION GENERATING COIL, LIGHTING COIL & BRAKE LIGHT COIL RESISTANCE CHART

1976-77 MODELS		ENGINE TYPE	IGNITION GENERATING COIL		LIGHTING COIL		BRAKE LIGHT COIL	
			1976	1977	1976	1977	1976	1977
ELAN	250	247	3.4	3.4	0.45	0.45	1.85	1.85
	250 Deluxe	248	1.15	1.15	0.45	0.45	1.90	1.90
OLYMPIQUE	300 Mono	302	3.4	3.4	0.45	0.45	1.85	1.85
	300 Twin	305	3.3	3.3	0.23	0.23		
	340	343	3.3	3.3	0.23	0.23		
	Plus (440)	434	2.35		0.45		1.70	
	440			3.3		0.23		
EVEREST	340	343		3.3		0.23		
	440	440	3.3	3.3	0.23	0.23		
T'NT F / C	340	343	3.3					
T'NT	340	346		3.3		0.23		
	440	436		3.3		0.23		
	440	440		3.3		0.23		
T'NT R / V	250	245	① 355		② 0.23		③ 2.15	
	340	345	① 355	355 ①	② 0.23	0.23 ②	③ 2.15	2.15 ③
ALPINE	640	640	3.3	3.3	② 0.23	0.23 ②	③ 2.15	2.15 ③

All values are given in ohms, with a tolerance of ± 20%.

① ± 15 ohms

② ± 0.025 ohms

③ additional lighting coil 30W.

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LITHO'D IN CANADA